REVISED

East McKenzie Area Structure Plan

2001 March

THE CITY OF CALGARY
LAND USE AND MOBILITY
PLANNING AND TRANSPORTATION POLICY

PART I

REVISED
East McKenzie
Area Structure Plan

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REVISED
EAST MCKENZIE AREA STRUCTURE PLAN
TABLE OF CONTENTS

PAGE

EXECUTIVE SUMMARY v

1.0 INTRODUCTION 1

1.1 Purpose of the Plan 1
1.2 Authority of the Plan 1
1.3 Timeframe of the Plan 1
1.4 Interpretation of the Plan 2
1.4.1 Map Interpretation 2
1.4.2 Policy Interpretation 2
1.5 Application of the Plan 2

2.0 GOALS 4

3.0 COMMUNITY CONTEXT 6

4.0 LAND USE CONCEPT 8

4.1 Land Use Concept Map 8
4.2 Policy Approach 8

5.0 POLICY AREAS 10

5.1 Residential Area 10
5.1.1 Purpose 10
5.1.2 Policies 10
5.2 Activity Nodes 11
5.2.1 Purpose 11
5.2.2 Policies 11
5.3 Joint Use Sites 12
5.3.1 Purpose 12
5.3.2 Policies 12
5.4 LRT Station Planning Area 13
5.4.1 Purpose 13
5.4.2 Policies 13
5.5 Commercial Centre Area 14
5.5.1 Purpose 14
5.5.2 Policies 14

Table of Contents
Continued...

		PAGE
5.6	**Business Park Area**	**15**
	5.5.1 Purpose	15
	5.6.2 Policies	15
6.0	**LAND USE POLICIES**	**16**
6.1	**Residential Density**	**16**
	6.1.1 Purpose	16
	6.1.2 Policies	16
6.2	**Public Parks**	**17**
	6.2.1 Purpose	17
	6.2.2 Policies	17
6.3	**Landfill Protection**	**18**
	6.3.1 Purpose	18
	6.3.2 Policies	18
6.4	**Natural Wetlands**	**19**
	6.4.1 Purpose	19
	6.4.2 Policies	19
6.5	**Shepard Sludge Lagoons**	**20**
	6.5.1 Purpose	20
	6.5.2 Policies	20
7.0	**TRANSPORTATION POLICIES**	**21**
7.1	**Road Network**	**21**
	7.1.1 Purpose	21
	7.1.2 Policies	21
7.2	**Pedestrian Circulation**	**22**
	7.2.1 Purpose	22
	7.2.2 Policies	22
7.3	**Transit Bus Service**	**23**
	7.3.1 Purpose	23
	7.3.2 Policies	23
7.4	**Light Rail Transit**	**24**
	7.4.1 Purpose	24
	7.4.2 Policies	24

Table of Contents
Continued...

PAGE

8.0 SERVICING POLICIES 25

8.1 Utility Infrastructure 25
8.1.1 Purpose 25
8.1.2 Policies 25
8.2 Stormwater Management 26
8.2.1 Purpose 26
8.2.2 Policies 26

9.0 IMPLEMENTATION POLICIES 27

9.1 Staging of Urban Growth 27
9.1.1 Purpose 27
9.1.2 Policies 27
9.2 Financing of Urban Growth 28
9.2.1 Purpose 28
9.2.2 Policies 28
9.3 Planning Evaluation 29
9.3.1 Purpose 29
9.3.2 Policies 29
9.4 Amendment or Variance to the Plan 30
9.4.1 Purpose 30
9.4.2 Policies 30
9.5 Intermunicipal Planning 30
9.5.1 Purpose 30
9.5.2 Policies 30

Revised East McKenzie Area Structure Plan

EXECUTIVE SUMMARY

The East McKenzie area, which comprises approximately 981 hectares (2424 acres) of land, is located in the southeast sector of Calgary, immediately east of the Deerfoot Trail SE and north of the Marquis of Lorne Trail SE (Highway 22X). The area contains three communities: McKenzie Towne, located west of 52 Street SE, a major road that intersects the area; and, two communities proposed to be named New Brighton and Copperfield, located east of 52 Street SE.

The original Area Structure Plan (ASP) for the East McKenzie area was approved by Council in 1986. During the intervening years the area remained undeveloped until 1994 when Carma Developers Ltd. received land use approval for the initial stages of McKenzie Towne, a neotraditionally designed community. As part of this approval, some revisions to the ASP were made. In addition to these revisions, Council directed the Administration to undertake a comprehensive review of the ASP in recognition that the document had become outdated.

The review process commenced in early 2000 in response to pending land use applications by Carma and the Hopewell Residential Communities within the two communities to the east of 52 Street SE. The process involved the preparation of special engineering, transportation and land use studies, meetings with the landowners, and input from the City Administration, School Boards and McKenzie Towne residents and other outside agencies.

The revised ASP provides a policy framework for the development of East McKenzie and, in particular, the two communities located to the east of 52 Street SE. These two communities will accommodate a projected population of 26 000 residents bringing the combined population of East McKenzie to over 46 000. The foundation of the ASP consists of a series of goals, which have been established to address land use, transportation, servicing and other planning matters. These goals include:

- ***creating strong and identifiable communities***
- ***developing viable commercial centres***
- ***providing local employment opportunities***
- ***fostering a sense of neighbourhood***
- ***accommodating a diversity of housing***
- ***meeting passive and active recreational needs***
- ***providing adequate school sites***
- ***accommodating regional and community facilities***
- ***conserving environmentally significant areas***
- ***creating an efficient road network***
- ***promoting the use of public transit***
- ***encouraging walking and cycling***
- ***supplying suitable utility infrastructure***

103-05850/

1.0 INTRODUCTION

1.1 Purpose of the Plan

This Area Structure Plan (ASP) represents a revision to the original East McKenzie ASP approved by Council in 1986 (Bylaw 7P84). The original plan had become outdated and required frequent amendments. The revised ASP recognizes the approvals and development that have occurred in McKenzie Towne, the existing community located to the west of 52 Street SE. It also provides a basis for making planning decisions throughout East McKenzie and, in particular, within the two future communities located to the east of 52 Street SE.

1.2 Authority of the Plan

The Revised East McKenzie Area Structure Plan has been adopted through a bylaw passed by Council in accordance with the *Municipal Government Act.*

The adopted plan comprises Part I (the white pages). Part II (the blue pages), containing the background information, does not form part of the adopted plan and has no legal status.

1.3 Timeframe of the Plan

The ASP is future-oriented and depicts how East McKenzie is to be developed over an extended time period through a series of public and private sector initiatives. No specific timeframe is applied to the plan although most of the proposed development is expected to be realized within 10 to 15 years. While the plan envisions a desired future, changes to the plan may be required to respond to new circumstances. Thus, to ensure that it remains current and relevant, the plan will be reviewed and updated either generally or in regard to a specific issue as determined necessary by Council.

1.4 Interpretation of the Plan

1.4.1 Map Interpretation

The boundaries or locations of any symbols or areas shown on a map within the ASP are approximate only and not absolute and shall be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as road or utility rights-of-way.

1.4.2 Policy Interpretation

The text accompanying a policy within the ASP is provided for information purposes only to enhance the understanding of the policy. Should an inconsistency arise between the text and a policy, the policy will take precedence.

Where "shall" is used in a policy, the policy is mandatory. However, where actual quantities or numerical standards are contained within the policy, such quantities or standards may be varied, provided that the variance is necessary to address unique circumstances that would otherwise render compliance impractical or impossible, and the general intent of the policy still is achieved.

Where "should" is used in a policy, the policy may be varied provided that the variance is necessary to address unique circumstances that would otherwise render compliance impractical or impossible.

1.5 Application of the Plan

The Revised East McKenzie Area Structure Plan shall apply to the area shown on Map 1. This area is bounded by:

- 130 Avenue SE to the north
- Marquis of Lorne Trail SE (Highway 22X) within the Transportation Utility Corridor (TUC) to the south
- the future East Freeway within the TUC to the east
- Deerfoot Trail SE to the west.

Map 1

Planning Area

East McKenzie

THE CITY OF CALGARY
LAND USE AND MOBILITY
PLANNING AND TRANSPORTATION POLICY

CALGARY - The Best Place To Live!

This map is conceptual only. No measurements of distances or areas should be taken from this map.

DATE PLOTTED: 24-MAY-2001

2.0 GOALS

The following goals have been established to serve as the foundation for the policies within the ASP:

- **Strong Identity**

  To create viable communities with a distinct identity.

- **Commercial Vitality**

  To develop vital and attractive commercial centres to meet the shopping needs of residents.

- **Local Employment**

  To provide the opportunity for people to work in close proximity to where they live.

- **Neighbourhood Focus**

  To foster a sense of neighbourhood and provide a transit and social focus for residents.

- **Housing Diversity**

  To accommodate a diversity of housing types to meet the needs of varying income groups and lifestyles.

- **Recreational Amenities**

  To satisfy the active and passive recreational needs of residents.

- **Educational Needs**

  To provide for a suitable number of public and separate school sites within a community.

- **Public Facilities**

  To accommodate public facilities that serve the communities.

- **Natural Conservation**

  To conserve and protect environmentally significant areas where determined feasible and practical.

- **Balanced Transportation**

  To create an efficient and functional road network that balances the needs of motorists, pedestrians and cyclists.

- **Pedestrian Circulation**

  To encourage walking and cycling within and between communities as an alternative mode of travel, particularly for shorter, internal trips.

- **Transit Service**

  To promote the use of public transit through effective urban design and efficient transit routing.

- **Utility Infrastructure**

  To provide sanitary sewer, waterworks and storm sewer services, and other infrastructure, to meet the demands of suburban growth.

3.0 COMMUNITY CONTEXT

The East McKenzie area is comprised of the three communities shown on Map 2: McKenzie Towne (Community A), located on the west side of 52 Street SE, a major road that intersects the area; and two communities proposed to be named New Brighton (Community B) and Copperfield (Community C) located on the east side of 52 Street SE. The size and projected population of each community is described in the following table:

East McKenzie Communities			
Community	**Name**	**Area**	**Projected Population**
A	McKenzie Towne	389 hectares (962 acres)	20,878
B	New Brighton	243 hectares (600 acres)	13,020
C	Copperfield	241 hectares (596 acres)	12,923
NOTE: For a complete analysis of the area and population of each community refer to Table 3, Part II, Background Information. Unless approved by Council, New Brighton and Copperfield are considered to be proposed community names only.			

McKenzie Towne is a neotraditionally-designed community comprised of four separate residential neighbourhoods and a commercial towne centre. Its design has led to the introduction of innovative roadway, servicing, and architectural standards that are unique to this community.

The neotraditional concept that McKenzie Towne is based upon is largely developer initiated. As such, the ASP does not impose this design philosophy on the communities of New Brighton and Copperfield. Rather, its policies are intended to be flexible in order to accommodate different community development concepts. Similarly, The City may not necessarily allow the innovative design standards that are applied in Mckenzie Towne in New Brighton or Copperfield.

Map 2
Community Context

East McKenzie

THE CITY OF CALGARY
LAND USE AND MOBILITY
PLANNING AND TRANSPORTATION POLICY

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DATE PLOTTED: 22-MAY-2001 EMCK: 01_community

4.0 LAND USE CONCEPT

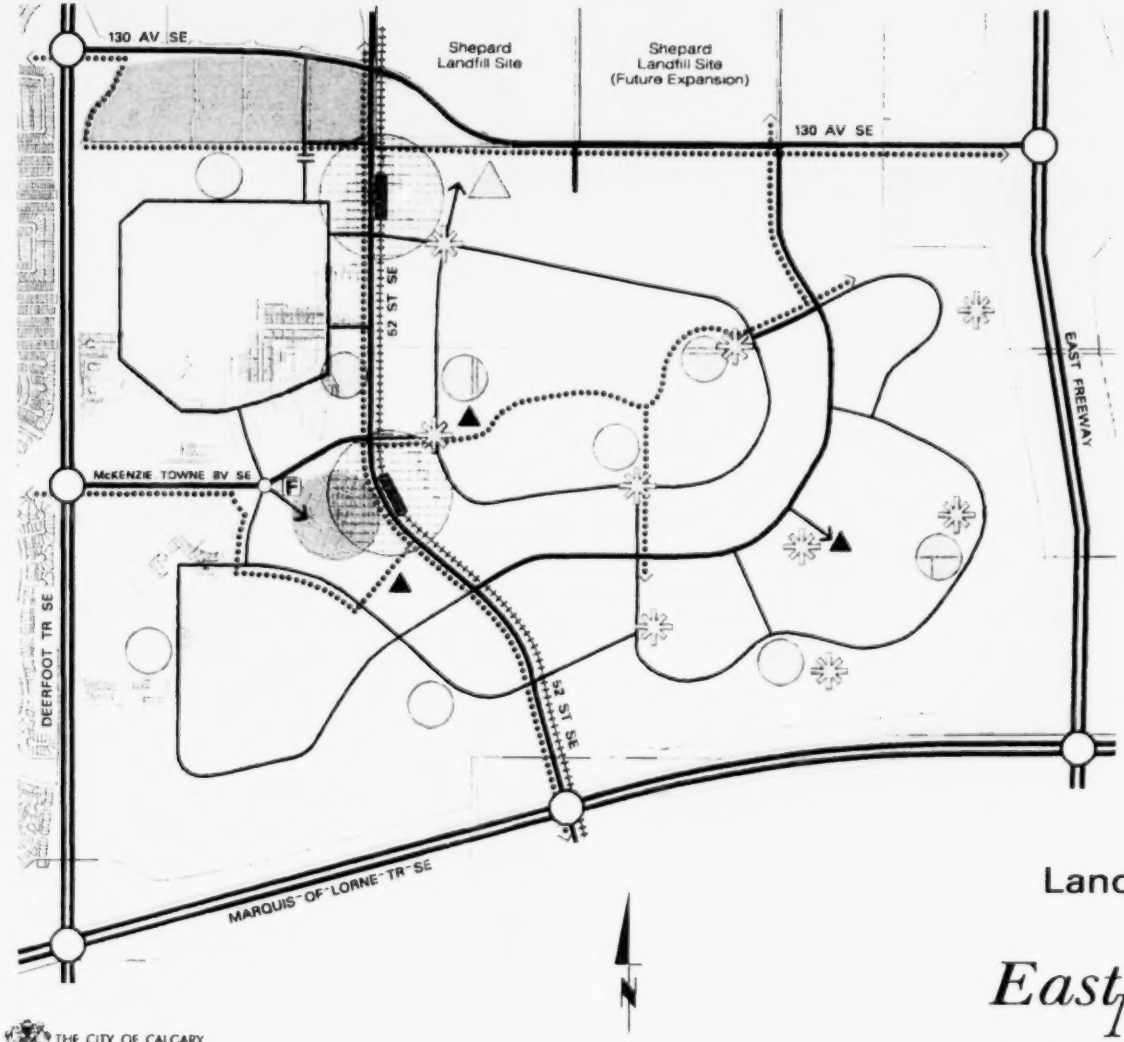
4.1 Land Use Concept Map

The land use concept for East McKenzie is shown on Map 3. This concept consists of a series of areas and symbols that define a future land use and roadway pattern for the three communities within East McKenzie.

4.2 Policy Approach

Section 5.0 of the ASP contains policies that apply to the areas and symbols shown on the Land Use Concept Map.

The remaining sections of the ASP introduce land use, transportation, servicing and implementation policies that apply throughout East McKenzie.



Map 3

Land Use Concept

East McKenzie

THE CITY OF CALGARY
LAND USE AND MOBILITY PLANNING AND TRANSPORTATION POLICY

CALGARY - The Best Place To Live!

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DATE PLOTTED: 23-MAY-2001

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5.0 POLICY AREAS

5.1 Residential Area

5.1.1 Purpose

The purpose of the Residential Area is to provide for a range of low to medium density residential development. In addition, public parks will be interspersed throughout the area and compatible higher density residential, local commercial, institutional and recreational uses may also be allowed. This area comprises the majority of lands within a community and its design will be determined through the Outline Plan/Land Use Amendment process.

5.1.2 Policies

(1) Composition of Residential Area

(a) The predominant use of land within the Residential Area shall be low and medium density residential development.

(b) In addition, high density residential, institutional, recreational and local commercial uses may also be allowed within the Residential Area where determined to be compatible and complementary.

(c) Open space shall be provided throughout the Residential Area to meet the active and passive recreational needs of residents.

(d) Local commercial uses shall be compatibly integrated with surrounding residential development within the Residential Area.

(e) Stormwater management facilities may locate within the Residential Area where determined necessary to meet the stormwater servicing needs of development.

(2) Housing within Residential Area

A diversity of housing forms, including special needs housing, multi-family housing and innovatively designed housing, to meet the needs of various income groups and lifestyles shall be encouraged and supported within the Residential Area provided that the proposal is determined to be compatible and suitable.

(3) Design of Residential Area

The design of the Residential Area shall be determined through the Outline Plan/Land Use approval process.

5.2 Activity Nodes

5.2.1 Purpose

The purpose of an Activity Node is to provide a social and transit focus for the surrounding residential neighbourhood within a community. An activity node will contain transit stops with lighted shelters and should also accommodate some combination of multi-family housing, public or separate schools, neighbourhood-scale commercial, institutional or recreational uses, or other uses that support its function. The transit bus stops will serve the surrounding residential neighbourhood located within a five-minute (400 metre) walking distance from the node.

5.2.2 Policies

(1) Composition of Activity Node

(a) An Activity Node shall contain one or more of the following uses:
- (i) a school;
- (ii) a multi-unit residential development;
- (iii) a local commercial development;
- (iv) an institutional use such as a church;
- (v) a recreational use;
- (vi) other uses that support the social or transit function of the node.

(b) In addition to (a), an Activity Node shall contain one or more transit stops.

(2) Connections to Activity Node

The road pattern and pedestrian routes from the surrounding residential area should provide for direct and convenient connections to the Activity Node for vehicle, pedestrian and bicycle traffic.

5.3 Joint Use Sites and Community Centre Sites

5.3.1 Purpose

The purpose of Joint Use Sites (JUS) is to accommodate public and separate schools together with sports fields and recreational areas on sites dedicated as creditable reserve land and jointly owned by The City and a school board. In some situations a JUS would be combined with a community centre site. The design of a JUS will be determined at the Outline Plan/Land Use Amendment stage in accordance with the requirements of the Joint Use Co-ordinating Committee and the Subdivision Authority.

5.3.2 Policies

(1) Composition of Joint Use Sites

(a) The predominant use of land within a Joint Use Site shall consist of public educational and recreational uses including but not restricted to public and separate schools, sportsfields, parks and playgrounds.

(b) A joint use site shall be dedicated as creditable reserve land.

(2) Size of Joint Use Sites

The size of a Joint Use Site should be determined through the Outline Plan/Land Use approval process in accordance with the requirements of the Joint Use Co-ordinating Committee and the Subdivision Authority and having regard to Table 4, Part II, Background Information.

(3) Layout of Joint Use Sites

Prior to Outline Plan/Land Use approval, a concept plan showing the proposed layout for a Joint Use Site shall be submitted by a developer to the satisfaction of the Joint Use Co-ordinating Committee and the Subdivision Authority.

(4) Community Centre Sites

(a) Community centre sites shall be

(i) provided within each community in the general location shown on the Land Use Concept Map, and

(ii) suitably sized to serve community needs and to accommodate a building envelope and recreational area.

(b) The community centre site within Community C (Copperfield) should be located in proximity to a Joint Use Site such that the two sites will function together.

5.4 LRT Station Planning Area

5.4.1 Purpose

The purpose of these policies is to provide for transit-supportive development adjacent to the two future LRT stations located within the East McKenzie area. Accordingly, at the Outline Plan/Land Use approval stage a conceptual design showing an appropriate land use and roadway pattern surrounding an LRT station needs to be submitted.

5.4.2 Policies

(1) Transit Supportive Development

(a) The land use and roadway pattern adjacent to a future LRT station shown on the Land Use Concept Map shall

(i) encourage and support transit use, and

(ii) provide for

(A) a concentration of housing, including multi-unit residential development located in proximity to the station,

(B) a park-n-ride area and transit hub in conjunction with the southerly station,

(C) convenient pedestrian connections from the surrounding residential areas along walkways, sidewalks and pathways, and

(D) direct regional pathway connections.

(b) In addition, uses that are complementary to and supportive of transit use may also be allowed to locate adjacent to a future LRT station.

(c) Where single-detached dwellings are located adjacent to a future LRT station, the dwellings shall be suitably buffered in relation to the station.

(2) Comprehensive Planning Adjacent to LRT Stations

Prior to Outline Plan/Land Use approval, a developer shall submit a concept plan for the area generally comprising the LRT Station Planning Area as shown on the Land Use Concept Map demonstrating compliance with (1) above.

5.5 Commercial Centre Area

5.5.1 Purpose

The purpose of this area is to accommodate sector and regional commercial centres required to meet the retail and service needs of residents. East McKenzie currently contains two commercial centres: a regional centre located along 130 Avenue SE on the northside of the McKenzie Towne community; and, a towne centre containing a traditional main street or "high street" bordered by a mixture of residential, commercial, institutional and public uses located central to the East McKenzie area. The policies recognize and support these two existing centres, and also provide a process for evaluating any other commercial centre that may be proposed in the future.

5.5.2 Policies

(1) Composition of Commercial Centres

(a) The predominant use of land within the Commercial Centre Area shall be commercial uses, primarily retail and personal service uses, located within a comprehensively-planned sector or regional commercial centre.

(b) In addition, in order to create a cohesive shopping, living and working environment, multi-unit residential, institutional, recreation, and public uses shall be encouraged and supported within and adjacent to the Commercial Centre Area where determined to be compatible and appropriate.

(2) Evaluation of Commercial Centres

(a) The location of a proposed commercial centre site that is 2.4 hectares (5.9 acres) in size or less shall be determined through the Outline Plan/Land Use approval process, and the site shall not be required to be identified on the Land Use Concept Map.

(b) A proposed commercial centre site that is greater than 2.4 hectares in size shall be identified on the Land Use Concept Map through an amendment to the map prior to Outline Plan/Land Use approval.

(c) A proposed amendment to the Land Use Concept Map to accommodate the development of a commercial centre on a site greater than 2.4 hectares in size, shall require the submission by a developer of such marketing, transportation, servicing and design information considered necessary to evaluate the proposal.

5.6 Business Park Area

5.6.1 Purpose

The purpose of this area is to provide for light industrial, commercial and office uses within a serviced business park. The area is governed by the requirements of the *Subdivision and Development Regulation,* which prohibit certain uses (residences, food establishments, schools, hospitals) from locating within a prescribed setback from the Shepard Landfill site. Due to the proximity of the Business Park Area to residential development, its design will need to ensure that it has a compatible interface with the adjacent community and an attractive appearance when viewed from an adjoining public road.

5.6.2 Policies

(1) Composition of Business Park Area

(a) The predominant use of land within the Business Park Area shall be light industrial, commercial and office uses located within a fully-serviced and comprehensively planned business park.

(b) In addition, institutional, recreational or other land uses that are considered to be compatible and complementary within the Business Park Area may also be allowed.

(c) Stormwater management facilities may locate within the Business Park Area where determined necessary to meet the stormwater servicing needs of development.

(d) Commercial uses within the Business Park Area shall be limited to uses that

(i) are identified within the General Light Industrial District (I-2) in the *Land Use Bylaw*, and

(ii) comply with the *Subdivision and Development Regulation.*

(2) Compatibility of Business Park Area

(a) Development within the Business Park Area shall not have an adverse impact on adjacent residential development by way of noise, dust, odours, outdoor lighting or other emissions.

(b) Industrial activities should not be allowed outside of a building in the Business Park Area unless it can be demonstrated that the activities will not have an adverse impact on adjacent residential development.

(3) Design of Business Park Area

The Business Park Area shall

(i) be fully-serviced with municipal utilities,

(ii) provide for a compatible interface with adjacent uses, particularly residential development, and

(iii) present an attractive building, fencing and landscaping treatment along public roads and reserve land, and where visible from residential areas.

6.0 LAND USE POLICIES

6.1 Residential Density

6.1.1 Purpose

The purpose of these policies is to ensure that residential development in a community occurs within an acceptable density range in order to reduce land consumption and servicing costs and to promote transit use. Accordingly, the policies establish a target density range for the communities within East McKenzie. Compliance with this target density range will be evaluated at the Outline Plan/Land Use Amendment stage as well as the subdivision approval stage and, if necessary, the development approval stage. The target density range may be varied, where circumstances warrant, in accordance with Section 1.4.2 of this plan.

6.1.2 Policies

(1) Density Range

The required residential density to be achieved within a community shall be a minimum of 14.8 units per gross developable hectare (6.0 units per gross developable acre) and a maximum of 19.8 units per gross developable hectare (8.0 units per gross developable acre).

(2) Application of Density Range

At the Outline Plan/Land Use Amendment approval stage, the density requirements of (1) above shall apply to

(i) each ownership area in a community, unless two or more land owners enter into a satisfactory arrangement, which ensures that the density requirements will be met through a transfer of units among the ownership areas, and

(ii) each Outline Plan/Land Use Amendment submission in a community, unless a developer can demonstrate that any inconsistency with the density requirements can be addressed through a future Outline Plan/Land Use Amendment submission in the community.

(3) Compliance with Density Range

(a) As part of an Outline Plan/Land Use Amendment application, a developer shall submit a density analysis, which demonstrates compliance with (1) above.

(b) The density analysis should be updated and resubmitted to demonstrate compliance with (1) above with each subsequent plan of subdivision and, if determined necessary, each development permit for a residential project within the initial Outline Plan/Land Use Amendment area.

6.2 Public Parks

6.2.1 Purpose

The purpose of these policies is to provide for public parks in order to meet the active and passive recreational needs of residents. A variety of parks, including neighbourhood parks, sub-neighbourhoods parks and linear parks, will be located within a community as required. In addition, a regional athletic park will be located at the northend of Community 'B' on City-owned land.

6.2.2 Policies

(1) Creditable Reserve Dedication

(a) Creditable reserve should be dedicated as reserve land in the full amount owing through the subdivision process.

(b) Notwithstanding (a) above, in the case of a subdivision of land to accommodate large-scale commercial, industrial or other non-residential uses, creditable reserve owning may be required to be dedicated as money-in-place of land where reserve land is not considered necessary to meet the site requirements for public educational or recreational uses.

(2) Reserve Analysis

Prior to Outline Plan/Land Use approval, a reserve analysis shall be submitted by a developer for its lands within a community identifying

(i) the amount of creditable reserve owing on these lands, and

(ii) the allocation of this reserve.

(3) Public Parks

Creditable reserve land shall be dedicated to provide a variety of public parks in order to meet the active and passive recreational needs of the community and in accordance with established policies, guidelines and standards.

(4) Regional Athletic Park

A regional athletic park of at least 16.2 hectares (40.0 acres) in size shall be provided on City-owned land in the general location shown on the Land Use Concept Map with the size and configuration of the park to be determined through the land acquisition and planning approval processes.

6.3 Landfill Protection

6.3.1 Purpose

The purpose of these policies is to provide for the protection of the Shepard Landfill from encroachment by incompatible land uses. The *Subdivision and Development Regulation* prohibits certain uses (residences, food-establishments, schools, hospitals) from locating within a prescribed setback distance from a landfill site. This setback extends into Communities 'B' and 'C' along the north side of the East McKenzie area. At the Outline Plan/Land Use approval stage the setback boundary must be defined and appropriate land use restrictions applied to the affected lands in order to achieve compliance with the provisions of the *Regulation*.

6.3.2 Policies

(1) Compatibility with Sanitary Landfill

A direct control district shall be applied to any lands within the East McKenzie area that are located within the permanent setback from the Shepard Landfill required in the *Subdivision and Development Regulation* and appropriate restrictions applied to these lands as determined necessary to achieve compliance with the *Regulation*.

(2) Delineation of Landfill Setback Boundary

As part of an Outline Plan/Land Use application, the boundary of any setback from the Shepard Landfill required by the *Subdivision and Development Regulation* shall be suitably defined.

(3) Variance to Landfill Setback

Where a variance to the *Subdivision and Development Regulation* is requested by a developer in order to allow a use, which is restricted from locating within the setback from the Shepard Landfill, the variance shall undergo a comprehensive review by the appropriate Provincial Authorities and The City Administration and shall not be supported unless it can be demonstrated that

(a) the long term operation and viability of the landfill area will not be potentially or actually constrained in any way by the proposed use, and

(b) adverse public health or safety impacts on the proposed use due to its proximity to the landfill will not result.

6.4 Natural Wetlands

6.4.1 Purpose

The purpose of these policies is to provide for the conservation of the natural wetlands that exist within the East McKenzie area where determined feasible and practical. These natural wetlands take the form of marshes and sloughs. Extensive grading for urban development will redirect surface drainage and may render these wetlands unviable. Given this situation, the feasibility of protecting a wetland as environmental reserve (ER) land at the time of subdivision will require a site specific evaluation and a consideration of a variety of engineering and biophysical factors. As such, the wetlands are not identified on the Land Use Concept Map and their status will be addressed through the Outline Plan/Land Use approval process.

6.4.2 Policies

(1) Status of Wetlands

The feasibility of requiring an existing natural wetland within East McKenzie to be dedicated as ER land shall be determined at the Outline Plan/Land Use approval stage through a site specific evaluation and in accordance with the provisions of the *Municipal Government Act.*

(2) Dedication of Wetlands as Environmental Reserve

Subject to (1) above, an existing natural wetland should be dedicated as ER land where it can be demonstrated that the area

(a) comprises a high quality and permanent natural feature that is worth retaining for the benefit of the community,

(b) can be feasibly integrated with surrounding urban development, and

(c) can be sustained in a natural state over the longer term.

6.5 Shepard Sludge Lagoons

6.5.1 Purpose

The purpose of these policies is to ensure co-ordination between the timing of residential development within East McKenzie and mitigating measures introduced to address odor impacts generated by the Shepard Sludge Lagoons to the north. While the lagoons are essential to the municipal sewage processing system, they have the potential to introduce significant odors. At present, The City is actively pursuing methods to mitigate these odors. Efforts focus on short-term solutions designed to reduce or minimize odors. Conversely, longer-term solutions comprised of new technologies are focused on minimizing these odors. During the evaluation or implementation period for the various remedial measures, it may be necessary to stage residential development from the south to the north within East McKenzie. Staging would need to occur in a complementary manner with the established remediation efforts. This policy also ensures that residential development will not be allowed within 300 metres of the sanitary landfill site or within 1 mile of the Shepard Sludge Lagoons.

6.5.2 Policies

(1) Co-ordination of Residential Development and Sludge Lagoon Odor Remediation Measures

(a) Where determined necessary, residential development may be staged from south to north in order to allow for the implementation or evaluation of remedial measures introduced to address odor emissions generated by the Shepard Sludge Lagoons.

(b) Under no circumstances will residential development be allowed within 300 metres of the sanitary landfill site or within 1 mile of the Shepard Sludge Lagoons.

7.0 TRANSPORTATION POLICIES

7.1 Road Network

7.1.1 Purpose

The purpose of these policies is to provide for both a regional and internal road network that is functional, safe and efficient. The road network within East McKenzie has been defined through a comprehensive Transportation Study undertaken for the area. The network consists of regional roads (freeways, expressways, majors), which carry traffic through the area, and internal roads (majors, collectors, local roads), which accommodate local traffic within a community. The general location of the regional and internal roads, with the exception of local roads, is shown on the Land Use Concept Map.

7.1.2 Policies

(1) Regional Roads

(a) The Transportation and Utility Corridor (TUC) and the 130 Avenue SE, Marquis of Lorne Trail SE and East Freeway alignments shown on the Transportation Concept Map may be subject to refinement, and any surplus TUC lands should, where possible, be incorporated into the adjacent community design.

(b) No development, including berming, grading or other land disturbances, shall be allowed within the TUC without permission being granted from the Province of Alberta.

(c) Subject to (b) above, the design of the TUC should be sensitive to adjacent urban development and, where practical and possible, visual screening and sound attenuation should be provided within the TUC.

(d) Prior to Outline Plan/Land Use approval, and in consultation with the Province of Alberta, the provision of visual screening and sound attenuation for urban development in relation to the TUC should be resolved.

(e) Sound attenuation measures shall be provided along any freeway, expressway or major road in accordance with City Policy.

(2) Internal Roads

The design of the internal road network should provide for the following:

(i) direct connections to origin/destination points within the community;

(ii) road connections, in preference to walkway connections, to meet transit coverage requirements;

(iii) interconnected pedestrian systems that supplement walking along collector roads;

(iv) transit routes that are efficient and direct.

7.2 Pedestrian Circulation

7.2.1 Purpose

The purpose of these policies is to provide for direct and convenient pedestrian circulation within a community by means of regional and local pathways, pedestrian crossings, and other elements. Regional pathways are intended to create connections through communities. Local pathways, including sidewalks and walkways, are intended to create an interconnected system within communities that is pedestrian and transit supportive.

7.2.2 Policies

(1) Regional Pathways

(a) The regional pathway should

(i) generally be aligned as shown on the Land Use Concept Map,

(ii) wherever possible, be located within a park or natural feature.

(b) Where the regional pathway cannot be located within a park or natural feature, it may locate within a road right-of-way in the form of a pathway constructed in place of a sidewalk.

(c) The final alignment of the regional pathway within 52 Street SE should be determined in conjunction with the determination of the alignment of the LRT adjacent to this roadway.

(2) Local Pathways

(a) The alignment of local pathways should be determined at the Outline Plan/Land Use Amendment stage.

(b) The sidewalk and pathway system should be designed to

(i) accommodate short, convenient and direct pedestrian connections,

(ii) promote walking and cycling throughout residential areas,

(iii) support transit use, and

(iv) connect to the regional pathway system.

7.3 Transit Bus Service

7.3.1 Purpose

The purpose of these policies is to provide for direct, convenient and efficient transit bus service within a community. East McKenzie will be served by feeder and express transit bus routes that will extend throughout the area. Transit catchment areas, stops and routes will be identified at the Outline Plan/ Land Use approval stage.

7.3.2 Policies

(1) Transit Catchment Areas

(a) Transit catchment area requirements should be achieved, in order of priority, through the provision of

(i) direct roadway connections between residential development and transit stops,

(ii) walkways or transit stops that are situated to improve transit coverage.

(2) Transit Stops

Transit stops should be located to

(i) serve higher density residential development, activity nodes and commercial centres,

(ii) provide direct and convenient transit service, and

(iii) achieve walking distance requirements.

(3) Transit Routes

(a) The design of the road network should provide for direct and efficient transit routes within a community.

(b) The transit routes shall be defined at the Outline Plan/Land Use approval stage.

(4) Bus Only Crossing

A bus-only crossing should be developed within Community A (McKenzie Towne) in the general location shown on the Land Use Concept Map.

7.4 Light Rail Transit

7.4.1 Purpose

The purpose of these policies is to provide for the development of the LRT line and the two related stations within the East McKenzie area. The LRT line and the two stations will be located adjacent to the 52 Street SE right-of-way, as shown on the Land Use Concept Map. However, refinements to the LRT alignment and station locations will be necessary through a Functional Study. In addition, LRT park-n-ride areas will need to be developed in relation to the LRT stations once the location of the stations are finalized.

7.4.2 Policies

(1) LRT Alignment

(a) The alignment of the LRT line and the location of the two related station areas as shown on the east side of 52 Street SE on the Land Use Concept Map are conceptual only and their exact alignment on either the east or west side of this roadway shall be determined through a Functional Study.

(b) Until the Functional Study is completed, land use or subdivision approval shall be withheld on lands adjacent to the LRT line or stations where it is determined that the approval could compromise the final location of the line or stations.

(2) Transit Hub/LRT Park-n-Ride Area

(a) A transit hub shall be provided in conjunction with the south LRT station.

(b) An LRT Park-n-Ride area shall be

(i) provided in the conjunction with each LRT station, and

(ii) designed and located to allow for direct and convenient pedestrian access to the LRT station.

(c) The LRT Park-n-Ride area for the southerly station should be approximately 3.2 hectares (8.0 acres) in size.

(d) The LRT Park-n-ride area for the northerly station should be suitably sized to accommodate parking demand in relation to this station.

(e) The location of the transit hub and LRT Park-n-Ride areas should

(i) not be finalized until the alignment of the LRT line in relation to 52 Street SE is determined, and

(ii) be contiguous with the LRT station.

(3) Transit Stations

The transit stations should be designed to accommodate on-street feeder bus access adjacent to the station.

8.0 SERVICING POLICIES

8.1 Utility Infrastructure

8.1.1 Purpose

The purpose of these policies is to ensure that adequate utility infrastructure is provided to serve urban development throughout the East McKenzie area. This infrastructure includes water, sewer and stormwater utilities as well as shallow utilities (gas, electrical, telecommunications). Utilities will have to be constructed in sequence by the developer with the alignments to be determined at the Outline Plan/Land Use Amendment stage.

8.1.2 Policies

(1) Municipal Utilities

(a) Urban development shall be serviced with municipal water, sanitary sewer and storm sewer utilities.

(b) The alignment and capacity of water distribution mains, water feeder mains, sanitary sewer trunks and storm sewer trunks should be determined by The City, based upon utility servicing studies and analyses.

(c) Utility rights-of-way and easements shall be provided, to accommodate municipal utilities as determined necessary.

(d) Utility rights-of-way and easements, public utility lots and road rights-of-way, may be required to be prededicated across undeveloped land as determined necessary to facilitate orderly and sequential urban development.

(2) Shallow Utilities

(a) Urban development shall be serviced with shallow utilities.

(b) The location of shallow utilities and the related line assignments, easements and rights-of-way, should be determined to the satisfaction of the utility companies.

8.2 Stormwater Management

8.2.1 Purpose

The purpose of these policies is to provide for the suitable stormwater facilities to serve urban development within the East McKenzie area. A Master Drainage Plan has been submitted for the area that proposes a system of wet ponds/wet lands and some dry ponds to manage storm drainage. These ponds should be developed in accordance with the established policies, guidelines and standards in effect, including the policies of this section that address stormwater facilities on reserve land.

8.2.2 Policies

(1) Lands Utilized for Stormwater Ponds

(a) A stormwater pond shall locate on a public utility lot.

(b) Notwithstanding (a), and subject to the established policies, guidelines and standards in effect and, in particular, (c) below

(i) a dry pond may be allowed to locate on lands to be dedicated as creditable reserve, and

(ii) a wetpond/wetland may be allowed to locate on lands to be dedicated as environmental reserve (ER) provided that the pond will be

(A) designed, landscaped and managed in a satisfactory manner and to the extent determined necessary to qualify as ER in accordance with the *Municipal Government Act*, and

(B) developed to enhance wildlife habitat and provide for recreational opportunities.

(c) Where a wetpond is to be developed as a wetland on lands that do not qualify as ER, the lands may be dedicated as ER subject to an evaluation of the technical, financial and planning merits of the proposal.

(2) Information Requirements

Prior to Outline Plan/Land Use approval, where a stormwater facility is proposed on reserve land, a developer should submit

(a) a stormwater management report,

(b) a conceptual design plan,

(c) a landscape plan,

(d) a preliminary grading plan, and

(e) such other information determined necessary to evaluate the proposal.

9.0 IMPLEMENTATION POLICIES

9.1 Staging of Urban Growth

9.1.1 Purpose

The purpose of these policies is to ensure that the staging of urban growth within East McKenzie proceeds in an orderly manner. The policies are intended to create a compact community development pattern.

9.1.2 Policies

(1) Orderly Development Pattern

(a) The staging of residential development within a community through the Outline Plan/Land Use approval process shall occur in an orderly manner.

(2) Isolated Development

Where, due to land ownership patterns or other factors, the staging of residential development through the Outline Plan/Land Use approval process will result in an isolated area of development, land use approval shall only be given where

(i) the rate and extent of surrounding development creates the reasonable expectation that the isolated or non-contiguous development would become part of the emerging development pattern in a reasonable timeframe and would not remain isolated for an extended period,

(ii) roadway and utility infrastructure improvements can be efficiently extended to the area,

(iii) parks to serve the immediate resident population are provided,

(iv) convenient and reasonable access to schools and recreational and community facilities are available,

(v) the delivery of soft services (fire, police, transit, school busing, garbage collection, etc.) to the area can be achieved in an efficient and cost-effective manner.

9.2 Financing of Urban Growth

9.2.1 Purpose

The purpose of these policies is to define the financial commitments of a developer in relation to urban growth and to indicate that any financial obligations incurred by The City will be subject to the established municipal budgeting priorities and approval processes. The financing of infrastructure improvements by the developer will be addressed at the Outline Plan/Land Use approval stage.

9.2.2 Policies

(1) Financing by City

Any public expenditures for improvements or municipal programs proposed within this plan to be funded by The City shall be subject to The City's capital budgeting priorities and approval process and shall be evaluated in relation to the needs of other communities and city-wide spending priorities.

(2) Financing by Developer

(a) A developer, as and when subdivision and development proceeds on a parcel of land, and in accordance with the Standard Development Agreement in place at the time, shall pay an appropriate share of the costs of new infrastructure required to service a site.

(b) Where a developer finances the cost of extending infrastructure that would normally be financed by The City, The City shall enter into a servicing and financing agreement with the developer that details the facilities to be constructed and the method and timing of any payback to the developer.

(c) Each developer in a community shall pay applicable acreage assessments.

9.3 Planning Evaluation

9.3.1 Purpose

The purpose of these policies is to require the submission of supporting information by a developer in order to assist Council, the subdivision authority or the development authority in evaluating a proposal in terms of its conformity with this ASP. While the implementation of the plan will be achieved through many different planning initiatives (subdivision, development, road closures, development agreements, etc.), the principle means of implementation will occur through the Outline Plan/Land Use Amendment process. As such, special studies and concept plans may be requested as part of the Outline Plan/Land Use review process and may result in unique subdivision conditions or land use controls being applied to a site.

9.3.2 Policies

(1) Supporting Information

(a) Prior to Outline Plan/Land Use approval, supporting information, over and above the normal application requirements, may be required to be submitted by a developer in order to assist Calgary Planning Commission or Council in evaluating a proposal in terms of its conformity with this ASP.

(b) Where the required supporting information is not provided by a developer in a satisfactory manner, the Outline Plan/Land Use Amendment application shall not be approved.

(2) Concept Plans

Prior to Outline Plan/Land Use approval, a satisfactory concept plan shall be submitted for a joint use site, a commercial centre site, or in any other situation determined necessary in order to assist Council or Calgary Planning Commission in evaluating a proposal in terms of its conformity with this ASP.

(3) Subdivision Conditions and Land Use Controls

In order to implement the policies and maps of this ASP

(i) unique conditions may be applied to an Outline Plan by Calgary Planning Commission and enforced through the subdivision approval process, and

(ii) land use controls may be applied to a site by Council through the direct control district provisions of the *Municipal Government Act* and enforced through the subdivision approval or development permit approval processes.

9.4 Amendment or Variance to the Plan

9.4.1 Purpose

The purpose of these policies is to establish the requirements of a developer where an amendment or variance to the Community Plan is requested. This request would typically be initiated as part of an Outline Plan/Land Use Amendment submission, where the proposal is inconsistent with a policy or a map within the Community Plan.

9.4.2 Policies

(1) Amending the Plan

(a) In order to make any change to the text or maps within this ASP, an amendment to the plan shall be approved by bylaw in accordance with the *Municipal Government Act*.

(b) Where an amendment to the ASP is requested by a developer, the developer shall submit the supporting information considered necessary to evaluate the request.

(c) Where the required information is not provided in a satisfactory manner, the amendment shall not be approved.

(2) Varying the Plan

(a) Where a variance to a policy within the ASP is requested by a developer in accordance with Section 1.4.2, the developer shall submit the supporting information considered necessary to evaluate the request.

(b) Where the required information is not provided in a satisfactory manner, the variance shall not be granted.

9.5 Intermunicipal Planning

9.5.1 Purpose

The purpose of these policies is to provide for the circulation and evaluation of Outline Plan/Land Use Amendment applications within the East McKenzie area by the Municipal District of Rocky View in relation to the provisions of the Intermunicipal Development Plan. This plan, approved by the Councils of the Municipal District and the City, identifies an area of mutual interest within both municipalities and establishes policies and processes for dealing with issues that may arise within the area. This area currently extends into the easterly portion of East McKenzie.

9.5.2 Policies

(1) Intermunicipal Referral

An Outline Plan/Land Use Amendment application comprising any lands within the Intermunicipal Development Plan area shall be referred to the Municipal District of Rocky View for review and evaluation in relation to the policies of the Intermunicipal Development Plan.

(2) The referral of an Outline Plan/Land Use Amendment application to the Municipal District of Rocky View shall occur in accordance with Section 3.0 of the Intermunicipal Development Plan.

PART II

BACKGROUND INFORMATION

REVISED
EAST MCKENZIE AREA STRUCTURE PLAN

TABLE OF CONTENTS

PART II
Background Information

PAGE

1.0 PLANNING AREA 4

1.1 Location 4
1.2 Background 4
1.3 Policy Framework 4

2.0 LAND FORM 6

2.1 Topography 6
2.2 Soils and Geology 6
2.3 Natural Habitat 8

3.0 ENVIRONMENTALLY SIGNIFICANT AREAS 10

3.1 Identification of Environmentally Significant Areas 10
3.2 Evaluation of Environmentally Significant Areas 10
3.3 Protection of Environmentally Significant Areas 12
3.4 Storm Water Facilities 12

4.0 LAND USE 13

4.1 McKenzie Towne 13
4.2 Regional Shopping Centre 13
4.3 Agricultural Land 13
4.4 Shepard Sanitary Landfill 13

5.0 LAND OWNERSHIP 14

5.1 Ownership Pattern 14

Table of Contents
Continued...

PAGE

6.0 TRANSPORTATION NETWORK 16

6.1 Regional Roads (Map 9) 16
6.1.1 Deerfoot Trail SE 16
6.1.2 Marquis of Lorne Trail SE 16
6.1.3 East Freeway 16
6.1.4 130 Avenue SE 16
6.1.5 McKenzie Towne Boulevard SE 16
6.1.6 52 Street SE 16
6.2 Internal Roads 16

7.0 PUBLIC TRANSIT NETWORK (MAP 10) 18

7.1 Transit Bus Routes 18
7.2 Southeast Mass Transit Corridor 18

8.0 COMMUNITIES 20

8.1 Area 20
8.2 Population and Dwelling Unit Projections 20

9.0 JOINT USE SITES 22

9.1 Joint Use Site (JUS) Requirements 22
9.2 Community Centre/Park Sites 22

10.0 COMMUNITY SERVICE SITES (MAP 13) 24

10.1 Fire Station Sites 24
10.2 Emergency Medical Service (EMS) Sites 24
10.3 Police Services Sites 24
10.4 Library Service Sites 24
10.5 Regional Athletic Park 26
10.6 Regional Recreation Centre Sites 26
10.7 High School Sites 26
10.8 Social/Recreational Service Sites 26
10.9 Calgary Regional Health Authority (CRHA) Sites 27

Table of Contents
Continued...

PAGE

11.0 UTILITY SERVICES 28

11.1 Water Supply 28
11.2 Sanitary Sewer 30
11.3 Storm Water Management 32

12.0 SHALLOW UTILITIES 34

12.1 Natural Gas 34
12.2 Electrical 34
12.3 Telecommunications 34

REFERENCES CITED 36

GLOSSARY 39

1.0 PLANNING AREA

1.1 Location

Located in the southeastern sector of Calgary, the East McKenzie planning area covers approximately 960 hectares (2372 acres). It is bounded on the north by 130 Avenue SE, on the east by the future East Freeway (Transportation and Utility Corridor), on the south by Marquis of Lorne Trail SE (Transportation and Utility Corridor), and on the west by Deerfoot Trail SE (Map 4).

1.2 Background

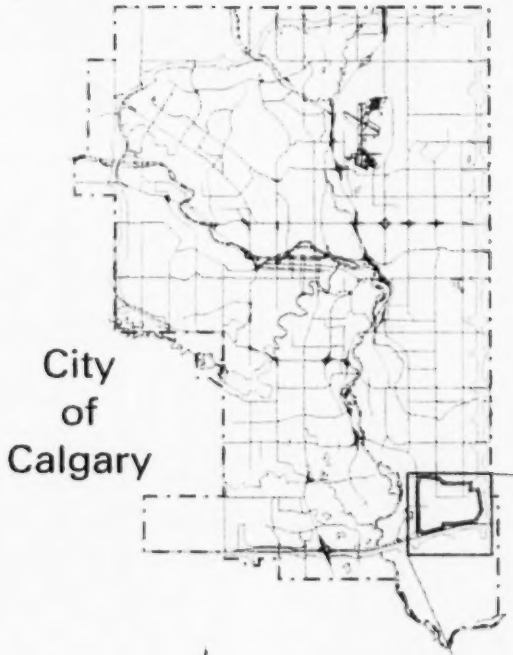
The East McKenzie area is comprised of three communities: McKenzie Towne, located west of 52 Street SE, a major north-south road that intersects the area; and, two communities, proposed to be named New Brighton and Copperfield located east of 52 Street SE. The area was originally part of the Homesteads annexation application submitted by Daon Development Corporation in 1976. Most of the area was subsequently annexed to The City in 1979. The *Southeast Policy Report*, approved by City Council in 1980, designated the study area primarily for residential uses.

In 1984, the *East McKenzie Area Structure Plan* (ASP) was approved and established a basic land use and roadway pattern for the area. During intervening years, the area remained undeveloped until 1994 when Carma Developers Limited received approval for the initial stages of McKenzie Towne, a neo-traditionally designed community. As part of this approval, revisions to the ASP were undertaken, with the intent being to initiate a comprehensive review of the ASP in the future to ensure that the document remained current and relevant. Subsequent minor revisions to the ASP occurred in conjunction with the approval of the Shepard Regional Shopping Centre in 1997.

The comprehensive review process for the ASP commenced in early 2000 in response to pending land use applications by Carma Developers Limited and Hopewell Land Corporation within the two communities to the east of 52 Street SE. The process involved the preparation of special engineering, transportation and land use studies, meetings with the landowners, and input from the City Administration, McKenzie Towne reisdents, School Boards and other outside agencies. The process resulted in a revised ASP that provides a policy framework for subsequent planning decisions in the area.

1.3 Policy Framework

The broad policy governing the planning and development of the East McKenzie area is contained within *The City of Calgary Municipal Development Plan* (The *Calgary Plan*). The plan identifies the East McKenzie area as "Future General Urban Use" (predominantly residential) on the Future Conceptual Urban Structure Map. As indicated within the plan, this map: "*...presents a generalized picture of Calgary's major land uses and their locations. As such, it portrays future land use at the broad policy level. A more precise indication of intended land use will be developed over time through the preparation of more detailed plans such as growth area management plans, area structure plans, community plans, redevelopment plans, etc.*"



Map 4
Planning Area

LEGEND

- East McKenzie Planning Area
- City Limits
- Transportation and Utility Corridor

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LAND USE AND MOBILITY
PLANNING AND TRANSPORTATION POLICY

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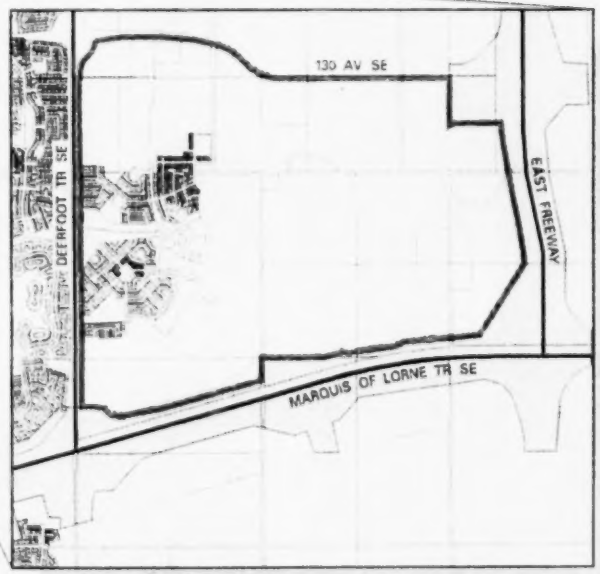

This map is conceptual only. No measurements of distances or areas should be taken from this map.

East McKenzie

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2.0 LAND FORM

2.1 Topography

The site is generally level with a low relief of undulating to gently undulating topography that slopes downward to the north and east (Map 5). Elevations range from a high of 1040 metres in the northwest to approximately 1020 metres in the northeast. Several topographical lows due to glacial meltwater channels, washboard moraines and minor fluting have developed into a series of wetlands throughout the southeast Calgary region.

2.2 Soils and Geology

The geology of the area is described in detail in Moran (1986). The East McKenzie area lies within the Delacour Plain physiographic region and is underlain by tertiary non-marine sedimentary rocks of the Paskapoo Formation. Bedrock is overlain by Crossfield tills deposited in the last Laurentide glacial advance.

Soils are mapped and described in detail in MacMillan (1987). Soils in the upland areas are typically in the Delacour unit, which are deep, well-drained Orthic Black Chernozemic soils. Delacour soils "occur in an area subject to groundwater discharge" (MacMillan 1987; p. 37).

Slight irregularities in the surface have led to the development of a series of depressional wetlands, either through intersection with groundwater and/or surface runoff. The study area appears to be a transition between wetlands influenced by groundwater and those influenced by surface runoff. These differences are reflected in the soils.

The characteristics of each soil type have an important influence of the structure of the wetland communities that develop on them. Wetland soils in the area have been classified by MacMillan (1987) into two types:

"Indus Unit": this is a wetland soil, found predominantly in the west of the study area (including the area that is now McKenzie Towne). It also occurs in the northern half of Complex I and a small cluster west of Complex II. It occurs in areas of groundwater recharge (MacMillan, 1987; p. 56). These soils are classified as Humic Luvic Gleysols.

"Balzac Unit": these soils occur primarily in the eastern portion of the study area. "It forms where saline groundwater is permanently maintained at or near the ground surface. It is associated with areas of groundwater discharge and a high water table." (MacMillan, 1987; p. 37). These soils are classified as Rego Humic Gleysols.

Map 5

Air Photo

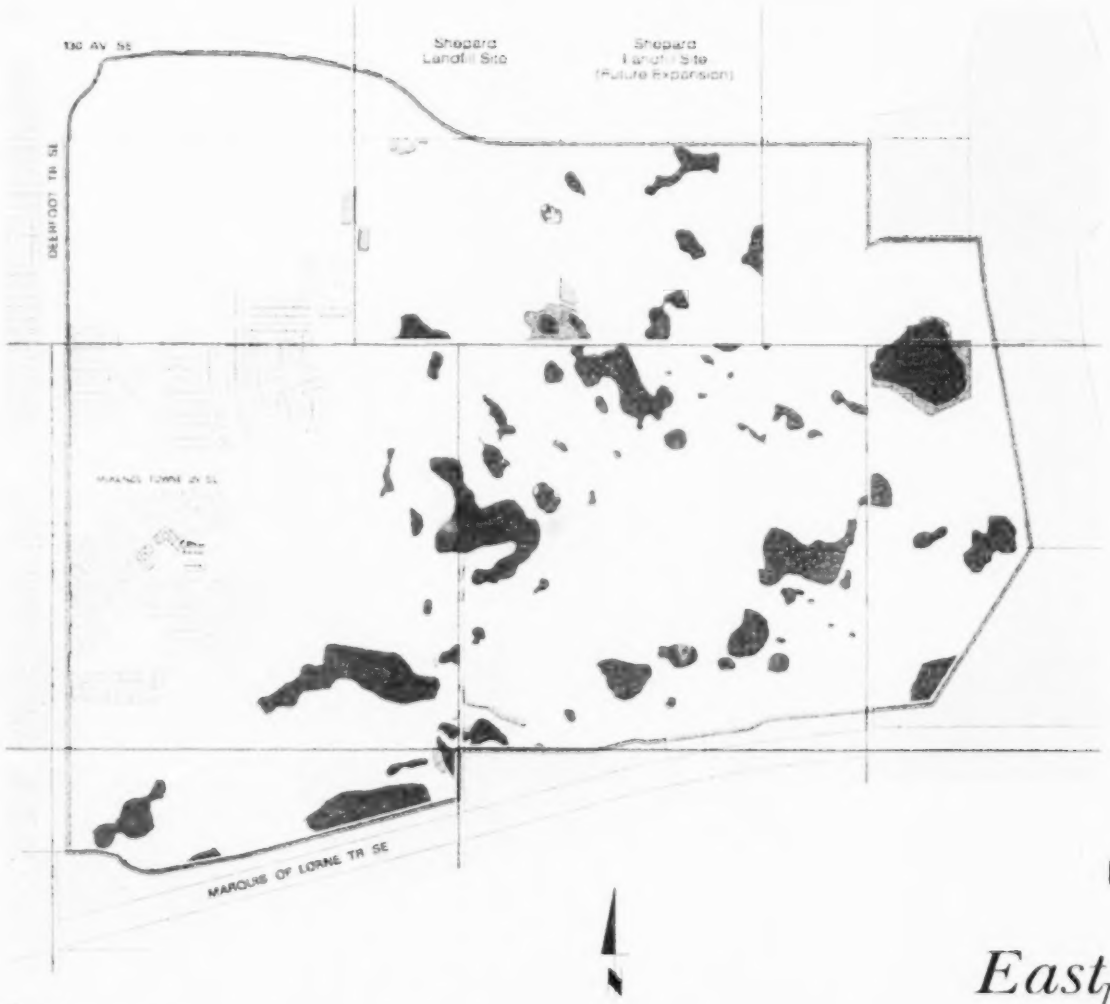
April 2000

East McKenzie

2.3 Natural Habitat

The East McKenzie planning area is predominantly disturbed agricultural lands (Map 6). Natural areas are restricted to scattered wetlands of the Shepard Slough Complex and a few areas of native prairie, low and tall shrub communities and aspen forest. The wetlands are associated with natural depressions or topographical lows that collect runoff and/or intersect groundwater or springs.

The wetlands have a mix of emergent, submergent and floating-leaved aquatic communities typical of saline basin marsh communities. Emergent communities are dominated by cat-tail in fresher ponds and bulrush in more saline ponds. The wet margins around open water are typical wet meadow communities dominated by sedges and rushes, grading into low and tall shrub willow communities and aspen forest.



LEGEND

- Planning Area Boundary
- T.U.C.
- Aspen Woodland
- Upland Tall Shrub
- Native Grassland
- Non-Native Grassland
- Wetland
- Disturbed (e.g. Agricultural Developed)

Map 6

Natural Habitat

East McKenzie

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This map is schematic only. No measurements or distances should be taken from this map.

3.0 ENVIRONMENTALLY SIGNIFICANT AREAS

3.1 Identification of Environmentally Significant Areas

An Environmentally Significant Area (ESA) is defined as a natural area which, because of its features or characteristics, is significant from an environmental perspective to the community of Calgary and has the potential to remain viable within an urban environment.[1]

The ESAs in the East McKenzie area (shown in Map 7) are a part of the Shepard Slough Complex. The wetlands have been largely disturbed by farming, but some are still considered to be of high significance. The Shepard Slough Complex as a whole has provincial significance for waterfowl breeding and stopover habitat (Ducks Unlimited, personal communication 2000).

3.2 Evaluation of Environmentally Significant Areas

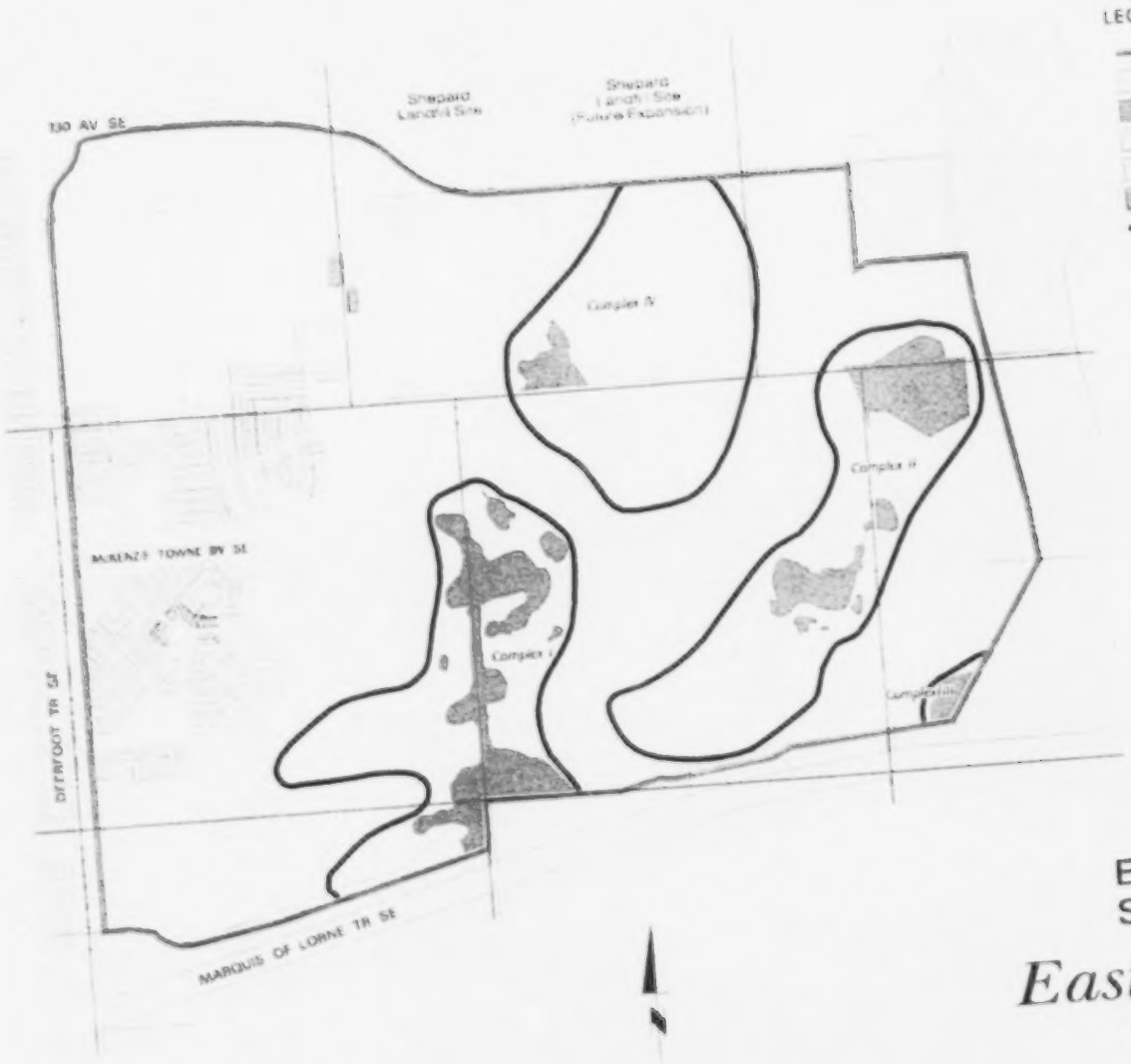
Groupings of wetlands in proximity to each other - called complexes - generally have higher significance because of the greater variety of wetland types and juxtaposition of upland and wetland habitat types. Although individually these wetlands may in some cases be considered to be less significant, complexes generally offer increased breeding and stopover habitat and will support larger numbers and diversity of wildlife.

For the purposes of discussion, the wetlands have been grouped into a series of four complexes:

Complex I – contains some of the highest-quality wetlands in the area. Scattered freshwater and saline marsh basins occur throughout. Community types (open water, emergent marsh, meadow, shrub and forest communities) are highly interspersed, which provides very good habitat and structural diversity - with good cover, and breeding and stopover habitat for many species of waterfowl and shorebirds. There is evidence of usage by mammal species such as white-tailed and mule deer, coyote, and small mammals.

Complex II – consists of two large basins and associated smaller wetlands. The central wetland is a large, high-quality wetland, dominated by bulrushes. The site provides cover and breeding habitat for waterfowl and supports a black tern colony. The northernmost wetland is a large hypersaline basin. It is seasonally wet and supports a large population of shorebirds. It is surrounded by native prairie and as such provides very good nesting habitat and wildlife cover for waterfowl. In drier times of the season, a salt crust forms over the entire basin. Samphire (*Salicornia europaea* ssp. *rubra*) - one of the few species that is adapted to high salinity environments - dominates this wetland.

1 City of Calgary, Parks & Recreation Technical report: "Protecting Calgary's Environmentally Significant Areas", 1996.



LEGEND

- Planning Area Boundary
- T.U.C.
- High
- Moderate
- Fair
- Natural Areas
- Wetland Complex Boundary

Map 7

Environmentally Sensitive Areas

East McKenzie

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Complex III – most of this complex lies outside of the study area. It forms a part of a very large saline wetland complex and has high significance for waterfowl breeding and stopover.

Complex IV – has a mix of freshwater and relatively saline wetland basins. There is generally more farming disturbance in these wetlands, although the site provides good wildlife habitat. Native prairie and shrub communities increases the significance of these wetlands.

3.3 Protection of Environmentally Significant Areas

Areas identified as ESAs are not automatically acquired and/or protected from development but rather subjected to review and decision-making at the Outline Plan and Land Use Amendment stage. The *Municipal Government Act* provides for the dedication of Environmental Reserve (ER) under specific conditions. Where appropriate, ESA lands may be dedicated as ER or Municipal Reserve (MR), be purchased by The City, or donated to the Parks Foundation.

The *Natural Area Management Plan* identifies policy for the protection, maintenance and/or reclamation of significant natural habitat and their relevant ecological associations.

3.4 Storm Water Facilities

Existing development in McKenzie Towne has resulted in storm water facilities with some natural plantings along the shoreline. Some of the storm water facilities in the new eastern part of East McKenzie are planned to be designed as ponds with wetland characteristics and plantings in an attempt at replicating wildlife habitats.

4.0 LAND USE

4.1 McKenzie Towne

The McKenzie Towne community, which is being developed by Carma Developers Limited, is located to the west of 52 Street SE. The community is based upon a neo-traditional design and will contain four residential neighbourhoods and a commercial towne centre with a traditional main street (High Street) characterized by curb parking, front facing retail shops and pedestrian amenities. Most of McKenzie Towne has received Outline Plan/Land Use approval (except for Neighbourhood 4 in the southeast corner) and the development of the area is proceeding north and south from the initial neighbourhood of Inverness approved in 1994.

4.2 Regional Shopping Centre

The regional shopping centre located along 130 Avenue SE, immediately north of McKenzie Towne, received approval in 1997 and is currently being constructed on a phased basis. The centre comprises approximately 31.2 hectares (77.1 acres) on the southside of 130 Avenue SE. In September 2000, an expansion of the centre was also approved.

4.3 Agricultural Land

The area east of 52 Street SE within East McKenzie comprises predominately agricultural land used for grazing and crop production. The area, for the most part, exists in an unsubdivided state containing the original quarter sections and rural grid roads.

4.4 Shepard Sanitary Landfill

While not located within East McKenzie, the Shepard Sanitary Landfill has a direct impact on the area. The *Provincial Subdivision and Development Regulation* imposes a permanent 300 metre setback from the initial working area of the Shepard Sanitary Landfill and a temporary 450 metre setback from the current active working area of the landfill. Under the *Regulation*, a school, hospital, food establishment or residence is not allowed to locate within these setbacks. The 450 metre setback temporarily impacts the East McKenzie area but this setback is gradually moving north with the working area of the landfill. Alternatively, the 300 metre setback will permanently impact the northerly edge of the East McKenzie area. To address this situation, a business park and regional park that would comply with the *Regulation* will be located along 130 Avenue SE within the 300 metre setback boundary.

5.0 LAND OWNERSHIP

5.1 Ownership Pattern

The land ownership pattern within East McKenzie is shown on Map 8 and described within the following table.

Table 1: Ownership by Area

Owner	Area (ha*)	Area (ac*)	% of Total
Carma Developers Ltd.	552.4	1 365.0	68.3
Hopewell Land Corp.	170.3	420.8	21.1
418125 Alberta Inc.	27.1	67.0	3.3
Beutel Goodman Real Estate Group	23.7	58.6	2.9
City of Calgary	22.3	55.1	2.8
Shepard Development Corp.	10.7	26.4	1.3
Her Majesty The Queen	2.7	6.7	.3
TOTAL	**809.2**	**1 999.6**	**100.0**

NOTE: 1 All figures are approximate areas only.
2 Excludes existing parcels within the developed portion of McKenzie Towne.
Source: Planning & Transportation Policy - November 2000

Map 8

Land Ownership

East McKenzie

THE CITY OF CALGARY

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This map is conceptual only. No measurements of distances or areas should be taken from this map.

6.0 TRANSPORTATION NETWORK

6.1 Regional Roads (Map 9)

6.1.1 Deerfoot Trail SE

Deerfoot Trail SE, which forms the western boundary of East McKenzie, is designated as an expressway/freeway. Grade-separated interchanges will ultimately be built on Deerfoot Trail SE at 130 Avenue SE, McKenzie Towne Boulevard SE, Barlow Trail SE and at Marquis of Lorne Trail SE.

6.1.2 Marquis of Lorne Trail SE

Marquis of Lorne Trail SE is located within the TUC along the southern boundary of East McKenzie. Marquis of Lorne Trail SE is designated as an expressway/ freeway. Grade-separated interchanges will ultimately be built at Deerfoot Trail SE, at 52 Street SE, and at the East Freeway.

6.1.3 East Freeway

The East Freeway is to be constructed within the TUC along the eastern boundary of the East McKenzie area. Construction of the East Freeway is unscheduled at this time. The timing of construction will be dependent upon the need for the roadway and the availability of funding.

6.1.4 130 Avenue SE

This road defines the northern boundary of the planning area. From its proposed interchange on Deerfoot Trail SE, 130 Avenue SE swings south and parallels 146 Avenue SE until it intersects the proposed East Freeway. 130 Avenue SE will replace 146 Avenue SE and function as a major road.

6.1.5 McKenzie Towne Boulevard SE

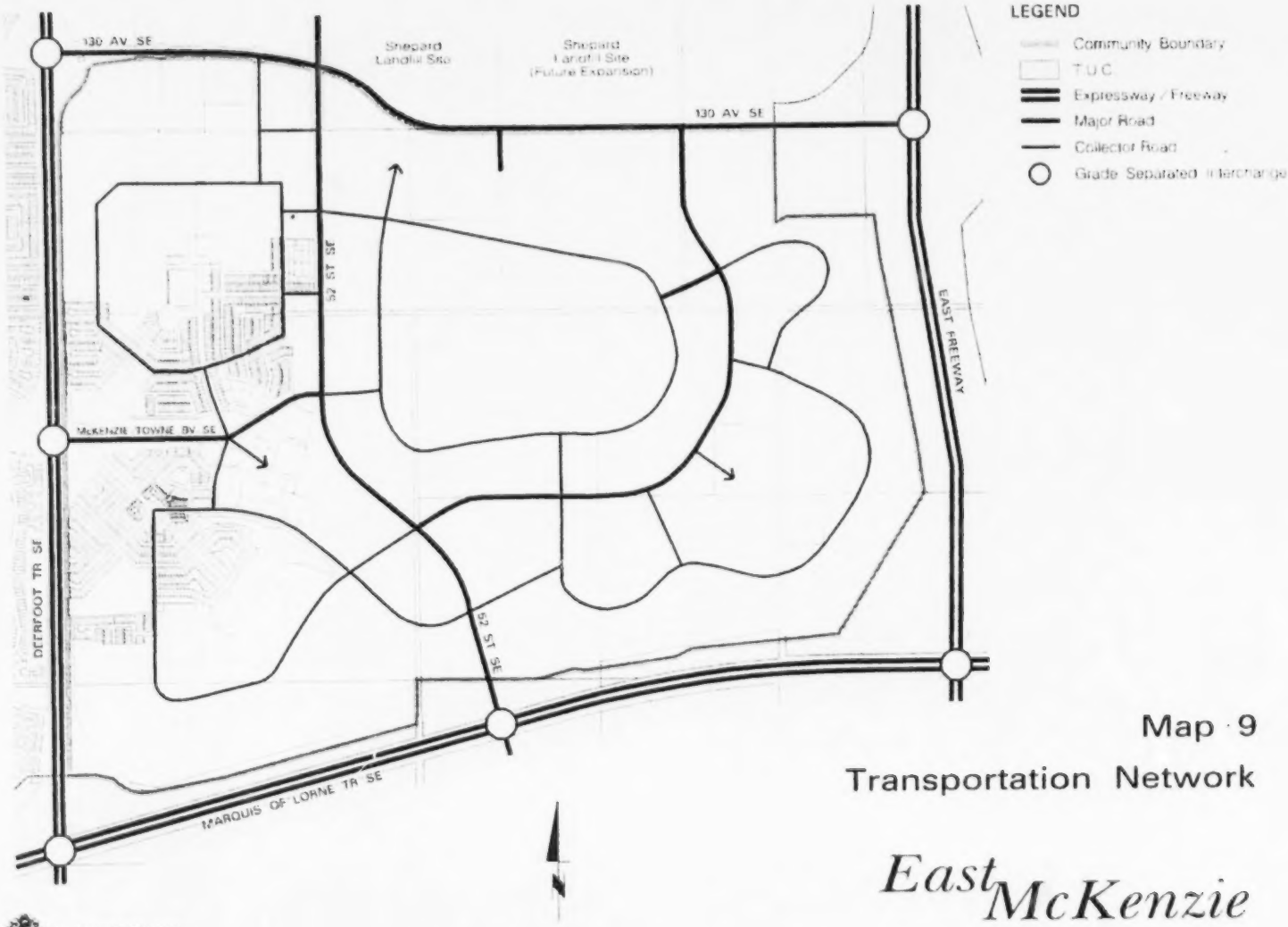
This road functions as an east-west major road within the study area connecting Community 'A' to the communities east of 52 Street SE. East of 52 Street SE, McKenzie Towne Boulevard SE functions as a stub major roadway feeding the collector loop roads in Community 'B'.

6.1.6 52 Street SE

52 Street SE is the primary north-south transportation link for East McKenzie. 52 Street SE will extend through East McKenzie from the Southeast Industrial Area on the north to the lands south of the Marquis of Lorne Trail SE. This road is designated as a 4-lane major roadway between 130 Avenue SE and Marquis of Lorne Trail SE with at-grade intersections providing access to Communities 'A', 'B', and 'C'.

6.2 Internal Roads

The internal road pattern as shown on Map 9 comprises collector roads and major roads. This road pattern will be refined through the Outline Plan/Land Use Amendment process



Map 9

Transportation Network

East McKenzie

THE CITY OF CALGARY

CALGARY: *The Best Place To Live!*

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7.0 PUBLIC TRANSIT NETWORK (MAP 10)

7.1 Transit Bus Routes

Transit feeder bus routes will be provided within each of the three East McKenzie communities. These routes will converge on a transit hub located central to the communities in proximity to the southerly Light Rail Transit (LRT) station. An express bus system will connect to the transit hub and provide cross-town service for the East McKenzie area. A park-n-ride area of approximately 3.2 hectares (8.0 acres) will be required in conjunction with the transit hub.

The southeast LRT line was identified in the *GO Plan* as a future LRT beyond the scope of the plan; however, building trends in this area have brought the issue forward.

An express bus service to the Downtown will be utilized in the interim until such time as the LRT line to the East McKenzie area can be developed.

7.2 Southeast Mass Transit Corridor

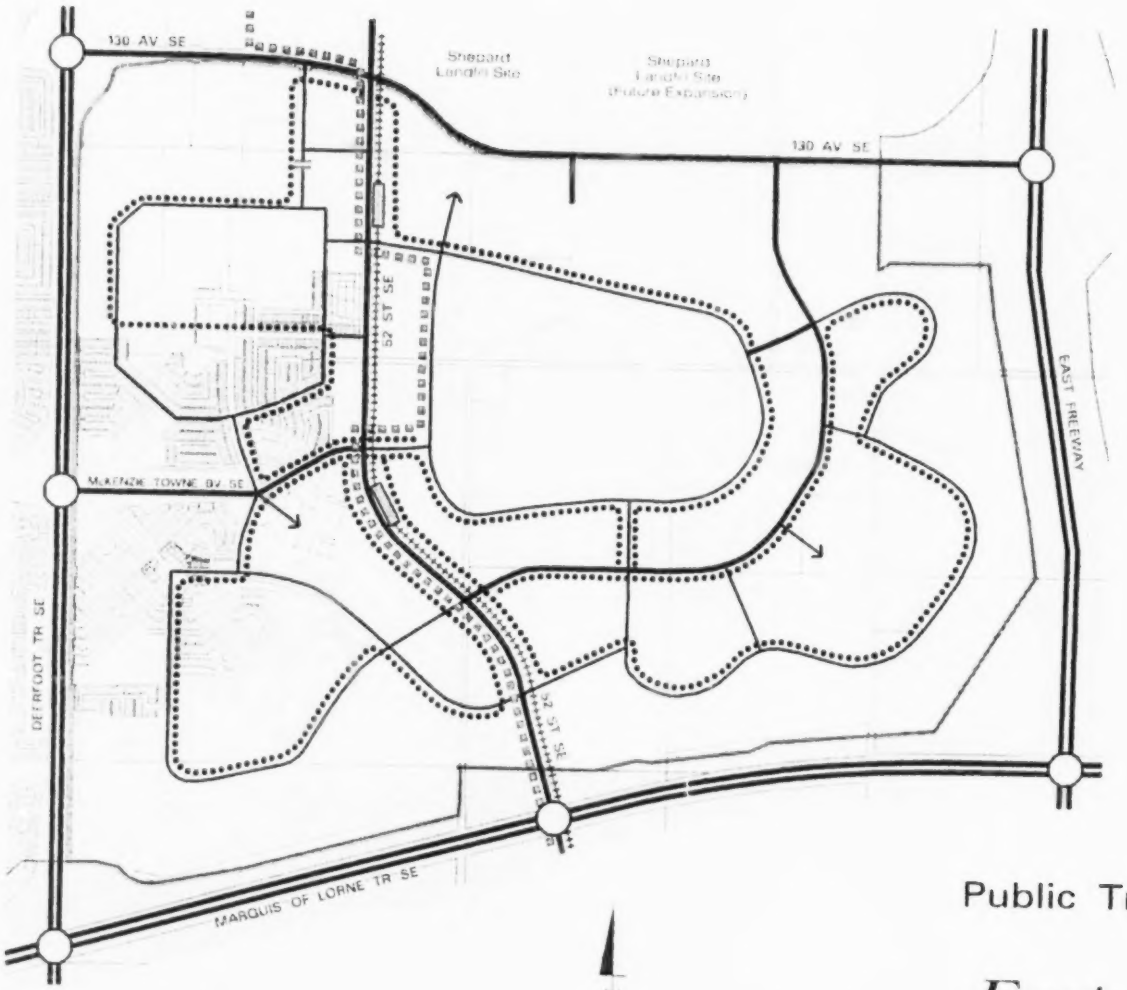
A review of existing and future capacity of the South LRT line has concluded that, given the potential for future urban growth in the south and southeast sectors of Calgary, a Southeast LRT line will eventually be required. The intent of establishing an LRT alignment in the land use plan is to allow for the dedication of a right-of-way (approximately 15 metres in width) at the time of subdivision approval.

The proposed light rail transit line will enter East McKenzie from the north along the east side of the regional centre, and will run in a southerly direction adjacent to the 52 Street SE right-of-way. Stations (including transit loops and park-n-ride facilities, as required) are proposed for the regional centre and south of the intersection at 151 Avenue SE and 52 Street SE.

The exact alignment and width of the LRT right-of-way will need to be determined through a functional study.

Where residential development abuts the LRT line it will be necessary to establish an "environmental right-of-way" (somewhat wider than the 15 metre right-of-way) to allow for noise and vibration attenuation. Subdivision design will be such that where feasible the environmental right-of-way will be integrated through the use of rear yards, linear parks, frontage roads, lanes and/or landscaping.

Pedestrian/bicycle pathways should be aligned within the environmental right-of-way wherever possible, with at-grade crossings located at controlled points, including the collector road crossings.



LEGEND

- Community Boundary
- T.U.C.
- Expressway / Freeway
- Major Road
- Collector Road
- Grade Separated Interchange
- LRT Station
- LRT Line
- Bus Only Crossing
- Transit Feeder Bus Routes
- Crosstown Transit Route

NOTE
The Transit Feeder Bus Routes will be refined at the Outline Plan/ Land Use Amendment stage.

Map 10
Public Transit Network

East McKenzie

THE CITY OF CALGARY
PLANNING AND TRANSPORTATION ROAD

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8.0 COMMUNITIES

8.1 Area

East McKenzie is comprised of three communities identified on Map 11 ('A', 'B', and 'C'). These communities are defined by the road network. The area of each community is shown in the following table:

Table 2: Area of Communities

Community		Gross Area	Gross Developable Area
A	McKenzie Towne	425.3 ha (1 050.9 ac)	389.4 ha (962.2 ac)
B	New Brighton	284.0 ha (701.8 ac)	242.8 ha (600.0 ac)
C	Copperfield	253.1 ha (625.4 ac)	241.1 ha (595.7 ac)
	TOTAL	**962 ha (2 378 ac)**	**873 ha (2 158 ac)**

Note: The terms gross area and gross developable area are defined in the Glossary at the back of Part II, Background Information. The gross area and gross developable area are projections only and will be subject to refinement at the Outline Plan/Land Use Amendment stage.

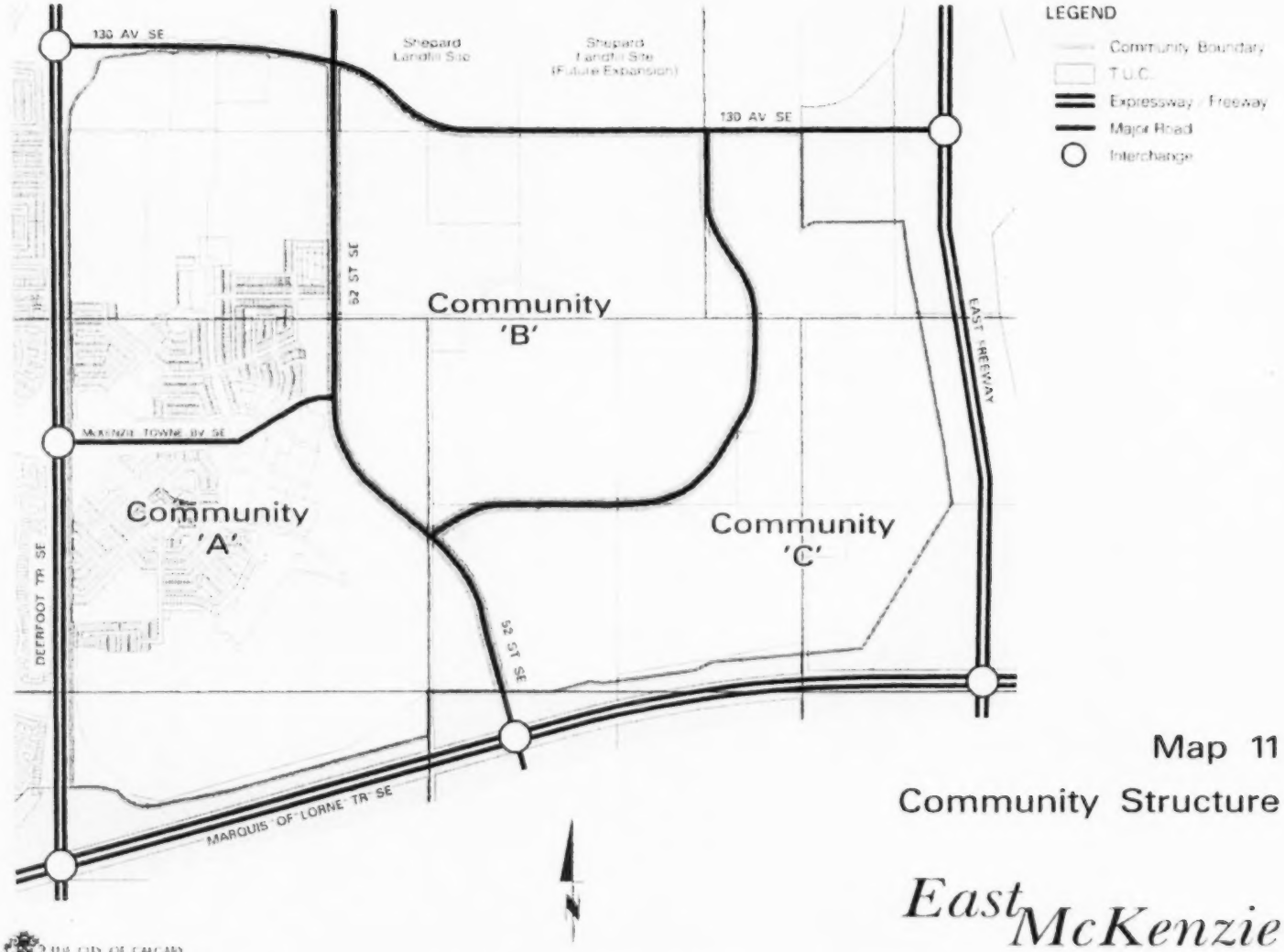
8.2 Population and Dwelling Unit Projections

The projected population and dwelling unit yield for the three communities at varying densities is shown in the following table:

Table 3: Projected Population and Dwelling Unit Yield for Communities

Community		Gross Developable Area	Projected Population 1 (Projected Dwelling Unit Yield) 2		
			6 units/ac	7 units/ac	8 units/ac
A	McKenzie Towne	389.4 ha (962.2 ac)	17 896 (5 773)	20 878 (6 735)	23 860 (7 697)
B	New Brighton	242.8 ha (600.0 ac)	11 160 (3 600)	13 020 (4 200)	14 880 (4 800)
C	Copperfield	241.1 ha (595.7 ac)	11 079 (3 574)	12 923 (4 169)	14 771 (4 765)
	TOTAL	**873 ha (2 158 ac)**	**40 135 (12 947)**	**46 821 (15 104)**	**53 511 (17 262)**

Notes 1 The 1999 Civic Census Occupancy Rate of 3.1 persons per dwelling in developing suburban communities has been used to project the population of each community.
2 The target density range for each community is between 6 units per gross developable acre and 8 units per gross developable acre.



Map 11

Community Structure

East McKenzie

THE CITY OF CALGARY
LAND USE AND HOUSING
PLANNING AND TRANSPORTATION POLICY

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9.0 JOINT USE SITES

9.1 Joint Use Site (JUS) Requirements

The JUS requirements for East McKenzie are identified in the following table and shown in Map 12.

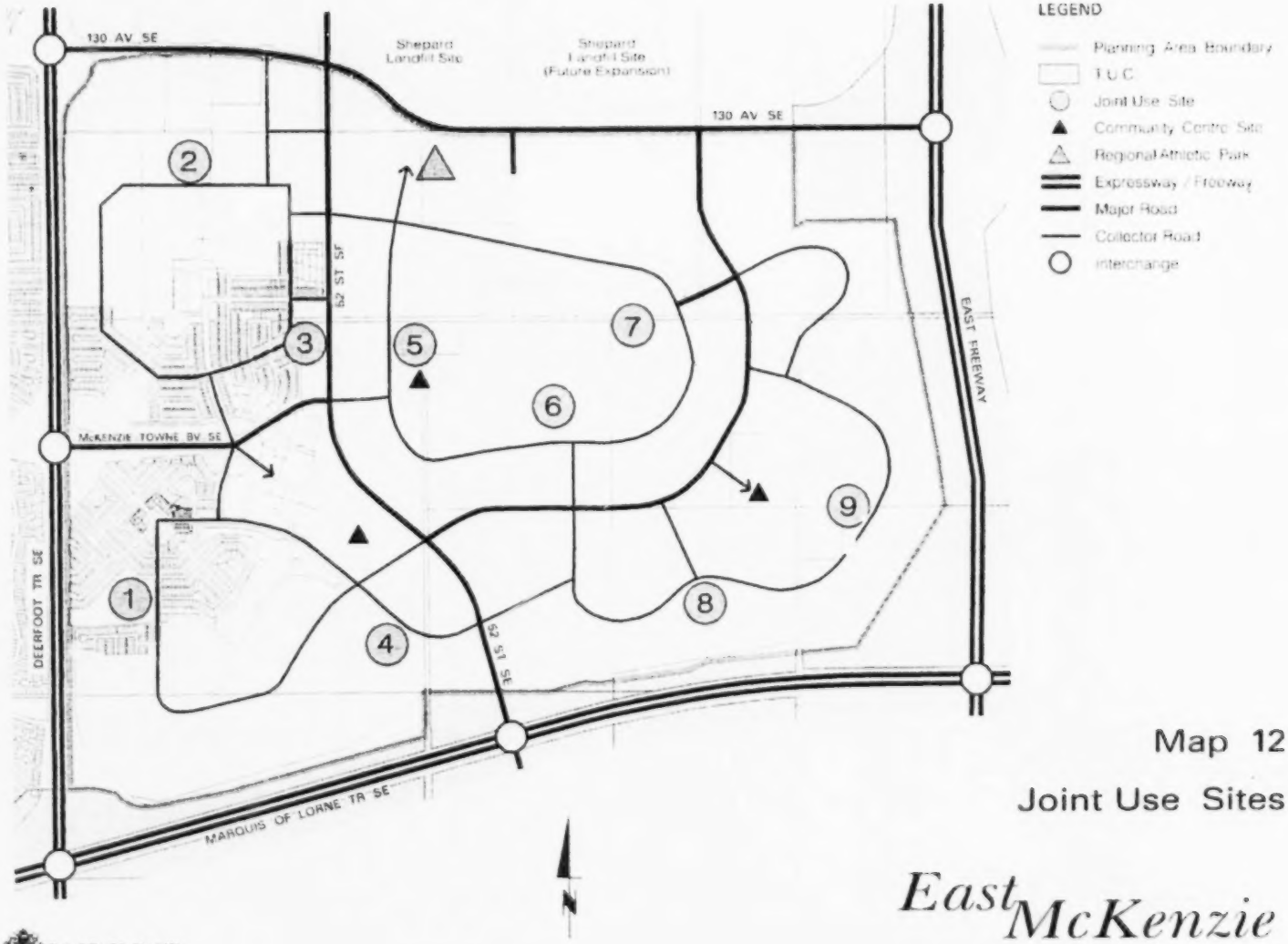
Table 4: Joint Use Site Requirements

Site No. (see Map 9)	School Type	School Board	Size
1	Junior High	Calgary Board of Education	6.1 ha (15 ac)
2	Elementary	Calgary Board of Education	4.1 ha (10 ac)
3	Elementary/Junior High	Calgary Catholic School Board	4.9 ha (12 ac)
4	Elementary	Calgary Catholic School Board	2.8 ha (7 ac)
5	Elementary	Calgary Board of Education	4.1 ha (10 ac)
6	Junior High	Calgary Board of Education	4.9 ha (12 ac)
7	Elementary/Junior High	Calgary Catholic School Board	4.9 ha (12 ac)
8	Elementary	Calgary Catholic School Board	3.7 ha (9 ac)
9	Elementary	Calgary Board of Education	4.1 ha (10 ac)

Note: The exact size and location of a joint use site will be determined at the Outline Plan stage.

9.2 Community Centre/Park Sites

Community centre sites are to be located within each community. These sites will need to be sized to contain a building envelope (for a community centre building) and an active recreational area (for outdoor rinks, basketball courts, playgrounds, etc.) to serve the community. The community centre site within Community 'A' (McKenzie Towne) is intended to be integrated into the towne centre, which is located central to the community. The community centre site within Community 'B' (New Brighton) will be developed in conjunction with a joint use site at the entrance to this community. The community centre site within Community 'C' (Copperfield) will be situated within an integrated park and naturalized wetland system central to this community.



Map 12

Joint Use Sites

East McKenzie

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10.0 COMMUNITY SERVICE SITES (MAP 13)

10.1 Fire Station Sites

Fire protection will be provided to the East McKenzie area from Fire Station No. 30 located at 6 McKenzie Towne Gate SE.

10.2 Emergency Medical Service (EMS) Sites

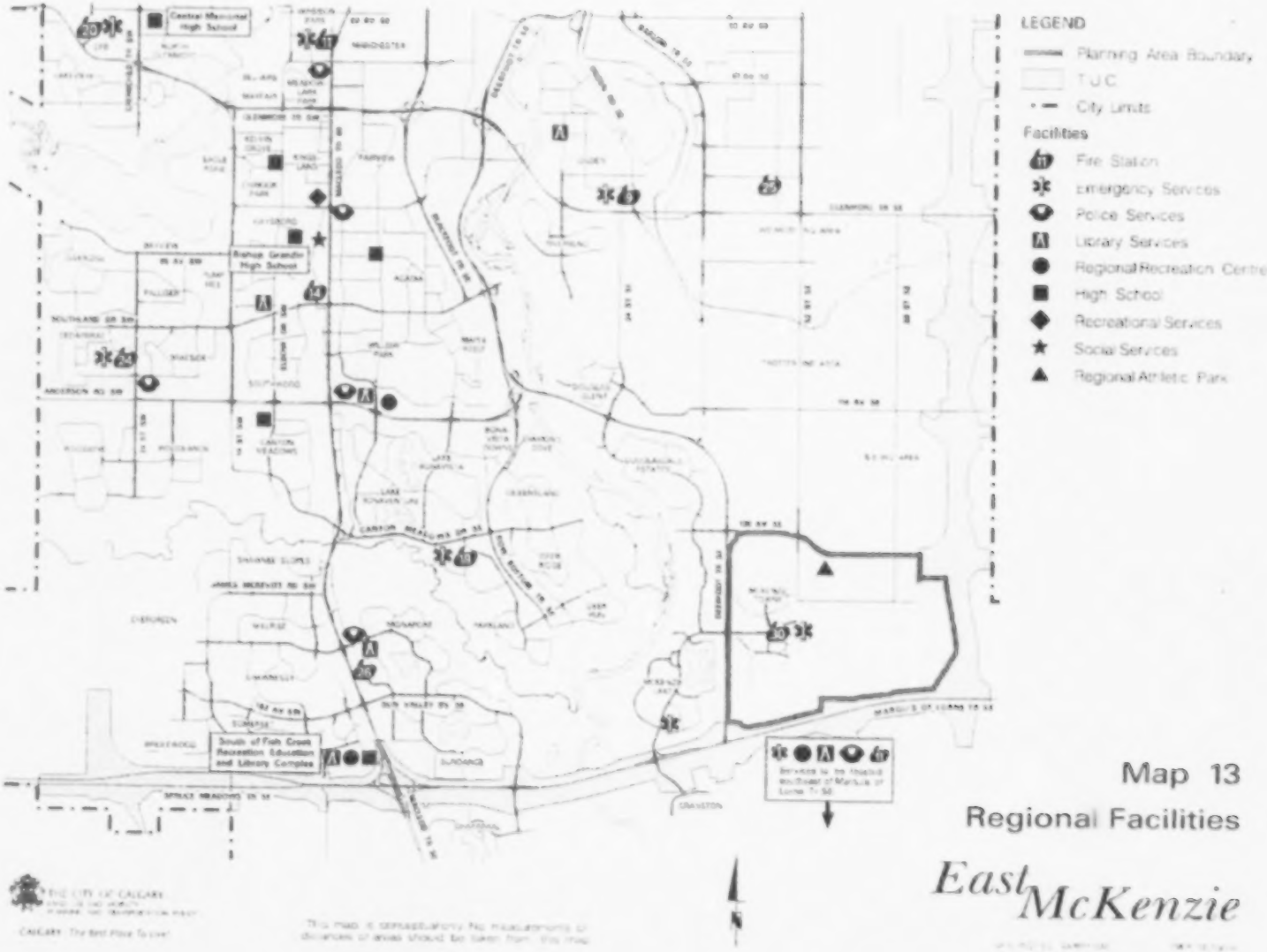
Emergency Medical Services (EMS) facilities are strategically located throughout Calgary in order to provide a maximum 8-minute response time. A Fire/EMS Joint Use Facility is located in Community 'A' (McKenzie Towne) at 6 McKenzie Towne Gate SE. At present, an EMS Paramedic Response Unit (PRU) is the primary advanced life support response unit to service this area. This PRU is backed-up by an EMS advanced life support ambulance. It is anticipated that as this area of the city grows the PRU would be replaced by an advanced life support ambulance. The PRU would then be relocated SE of Marquis of Lorne Trail SE and Deerfoot Trail.

10.3 Police Services Sites

The Police District 6 office (8325 Bonaventure Drive SE) and the Midnapore Satellite Station (670, 22 Midlake Boulevard SE) provides service to the entire southern portion of the city. These offices will continue to serve the East McKenzie area in the foreseeable future. It is anticipated that in 2002 the Midnapore Satellite Station will be upgraded to a District Office. An additional District Office is being planned for the southeast sector of the city and will be located south of Marquis of Lorne Trail SE.

10.4 Library Service Sites

Long range planning for community and area libraries consider population and distance from existing libraries. A 3.5 km average distance has been established as the catchment distance for a library customer base of 40,000 and a 4.0 - 5.0+ km average distance have been established for an area library customer base of 100,000. Both the 3.5 km and the 4.0 - 5.0+ km distances are influenced by the presence of any geographic and transportation barriers. The East McKenzie area is being served by the Fish Creek Branch Library located at 11161 Bonaventure Drive SE and the Midnapore (Temporary) Library located at 2 240 Midpark Way SE. The new branch library will open in September 2001 and will be located in the Fish Creek Recreation Education and Library Complex (333 Shawville Boulevard SW) adjacent to Shawnessy Town Centre. An area library is also being planned for the southeast quadrant of the city and will be in proximity to the regional recreation centre and employment centre area within the SE planning area.



Map 13

Regional Facilities

East McKenzie

10.5 Regional Athletic Park

A Regional Athletic Park is planned for a +/-16 ha (40 acre) parcel purchased by The City with Reserve Fund monies in 1982. This facility will serve the southeastern part of Calgary and contain 4 major baseball diamonds and 4 major soccer fields, a parking lot, a change facility, and a wetland-storm facility. It will have access from 130 Avenue SE and from Community 'B' (New Brighton). The City and the adjoining land developer are planning to negotiate a land exchange to achieve a more rectangular-shaped parcel to better fit the desired configuration of sports fields.

10.6 Regional Recreation Centre Sites

Regional Recreation Centres are developed from a multitude of locational criteria including financial feasibility, population, and travel patterns. Although a facility is not planned for the East McKenzie area, the Family Leisure Centre (11150 Bonaventure Drive SE) and the Fish Creek Recreation Education and Library Complex (333 Shawville Boulevard SW) will serve the area. Additional facilities are anticipated for the SE planning area, south of East McKenzie.

10.7 High School Sites

No public or separate high schools are planned for the East McKenzie planning area. Currently, community needs are being met through the existing public and separate schools at Central Memorial High School (5111 21 Street SW) and Bishop Grandin Senior High School (111 Haddon Road SW) as illustrated on Map 13.

10.8 Social/Recreational Service Sites

East McKenzie will be provided with recreational services from the South Area Office (502 Heritage Drive SW). A Community Recreation Co-ordinator (CRC) will be appointed to work with residents in the area once population warrants.

Social services such as youth probation, community development, youth employment, crisis intervention and out of school core subsidy will be provided to the East McKenzie area from the Centre 89 Office (Suite 206, 8989 Macleod Trail S). Community Development (CD) Officers will be responsible for providing such services.

Another municipal area office will eventually be required to serve the needs of Calgary's southeast communities; however, potential locations have yet to be determined.

10.9 Calgary Regional Health Authority (CRHA) Sites

The Calgary Regional Health Authority (CRHA) operates three hospitals and a specialized children's hospital in Calgary. The nearest hospital at present is the Rockyview General Hospital (70 Avenue & 14 Street SW). The CRHA is currently analyzing potential sites for a new health campus (with hospital) in the south end of Calgary.

Public health services are provided at a variety of geographical locations throughout the region. At present, residents may select any location to receive health services. The closest clinic to the East McKenzie planning area is the Health Plus Clinic (210 - 290 Midpark Way SE) and the Bonavista Medical Clinic (739 Bonavista Drive SE). The CRHA is currently analyzing potential sites for a new multi-service community health centre in the south.

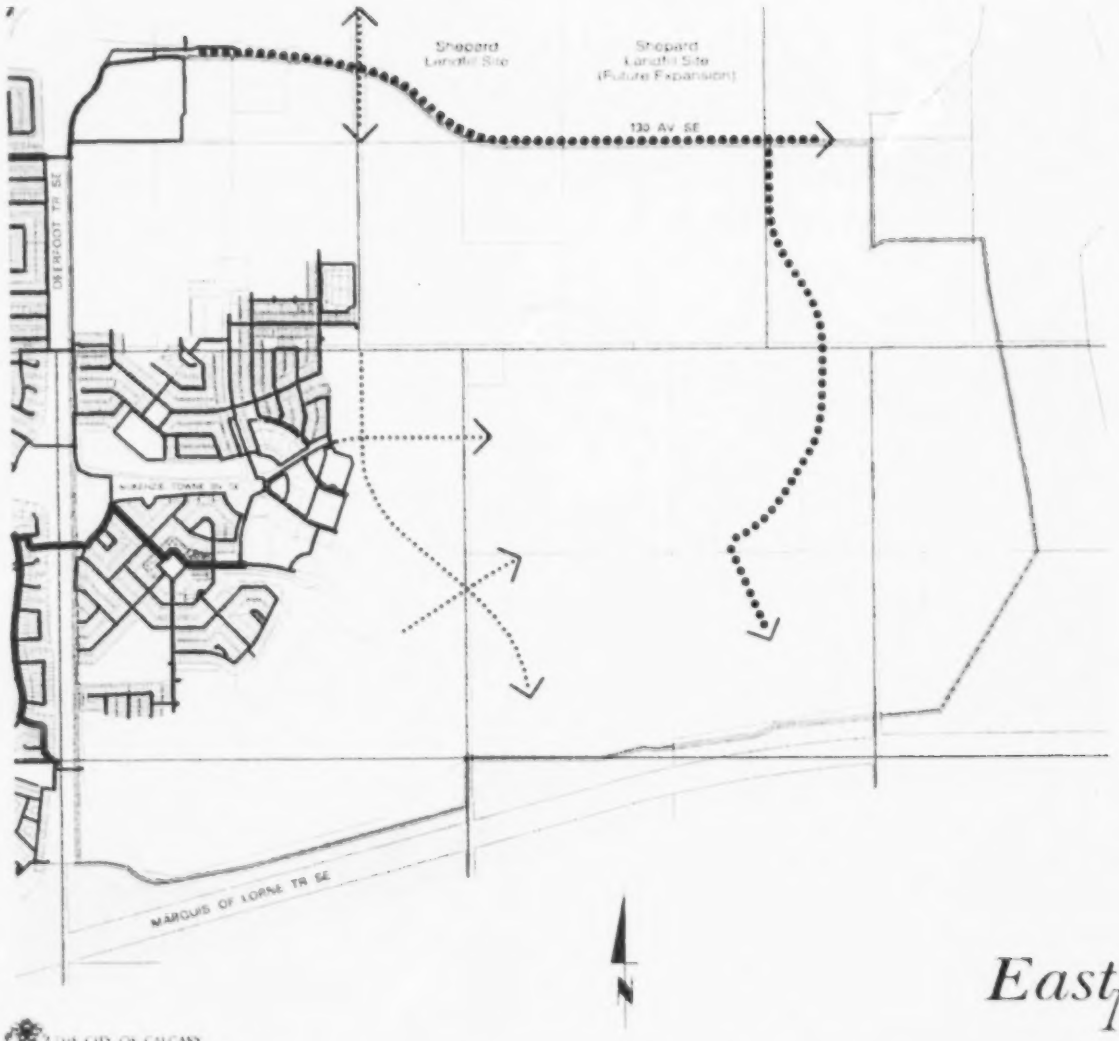
11.0 UTILITY SERVICES

11.1 Water Supply

Water supply to the East McKenzie lands that remain to be developed will be provided by extension of the gridmain system eastward from existing watermains in Community 'A'.

As development continues eastward into Community 'B', a proposed feedermain extension along 130 Avenue SE and south along the 69 Street alignment from The City's existing water feedermain located on Deerfoot Trail is planned as shown on Map 14.

Water servicing into Community 'C' will occur by way of watermains from Community 'B', which will head south into the development along 52 Street SE and 69 Street SE. The timing for this feedermain extension and the final north/south alignment through East McKenzie will be established at the Outline Plan approval stage for both Community 'B' and Community 'C'.



Map 14

Water Supply

East McKenzie

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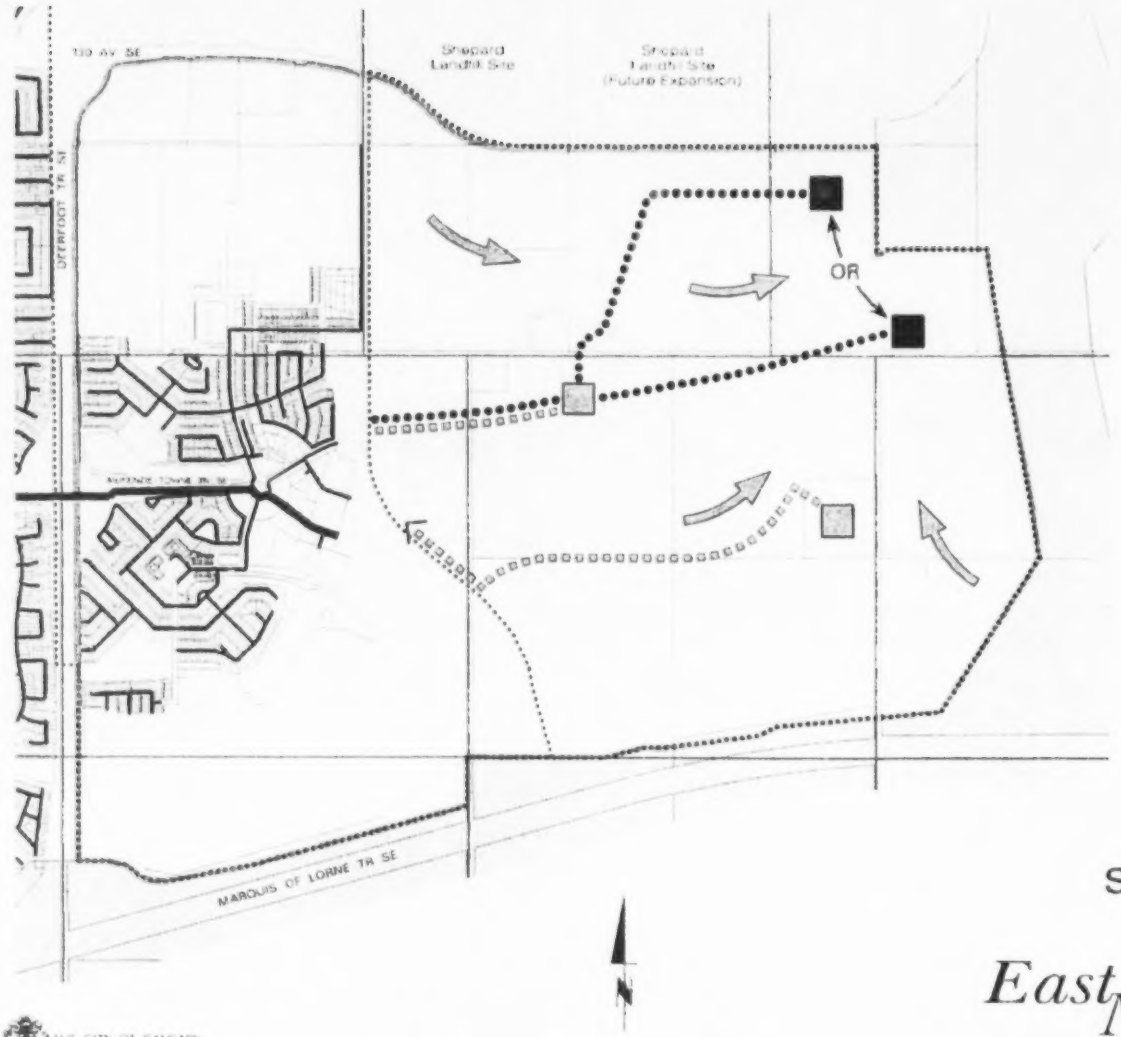
This map is conceptual only. No measurements or distances or areas should be taken from this map.

11.2 Sanitary Sewer

East McKenzie is divided into two sanitary sewer subcatchment areas as shown on Map 15. All of the area drains naturally to the northeast portion of the community plan area. In the ultimate servicing scenario, the area will drain by gravity to a lift-station in the northeast, and then will be pumped back, via a sanitary forcemain, to McKenzie Towne. The exact locations of the forcemain and lift station have yet to be finalized.

For the interim servicing, temporary sanitary forcemains and lift stations will be installed and abandoned once the ultimate servicing is in place.



Map 15

Sanitary Sewer

East McKenzie

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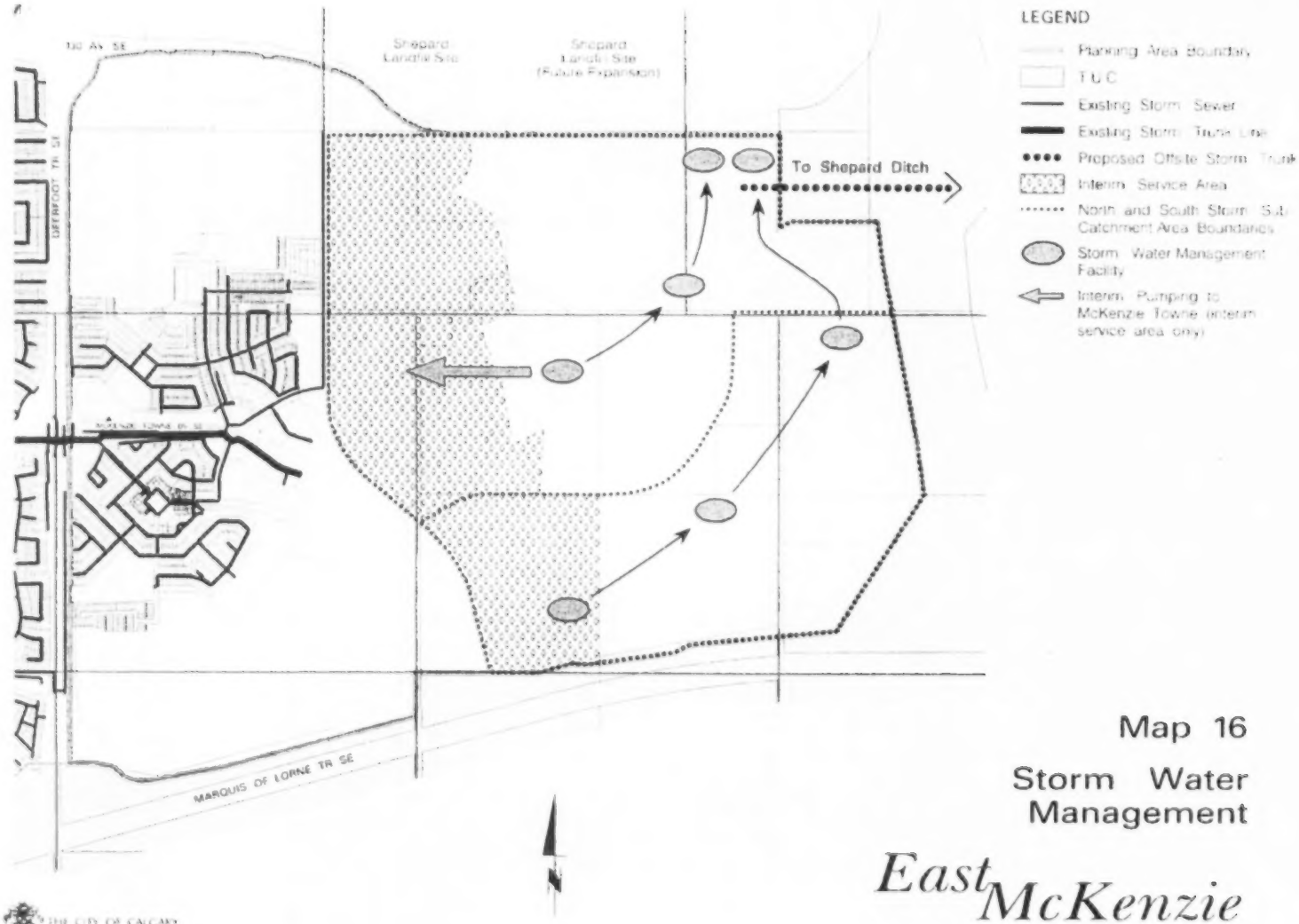
This map is conceptual only. No measurements of distances or areas should be taken from this map.

11.3 Storm Water Management

The East McKenzie lands are divided into north and south storm subcatchments as shown on Map 16. Two Master Drainage Plans have been submitted for these areas, however they have not yet been approved. The ultimate servicing for both these subcatchments is through a series of wetponds and wetlands by gravity to the Shepard Ditch. Since the Shepard Ditch is not yet available, an agreement in principle has been reached to service an interim portion of the East McKenzie lands by pumping to the west through McKenzie Towne.

Map 16 shows the interim servicing area. Stormwater wetponds/wetlands will still be required to improve water quality and reduce the release rates prior to pumping to the McKenzie Towne system. The ultimate sanitary forcemain will be used to pump the stormwater. The area outside of the interim service area will be required to be serviced to the Shepard Ditch.

The location and number of wetponds/wetlands is conceptual only, and the exact number and location will be determined at the Outline Plan/Land Use Amendment stage.



Map 16

Storm Water Management

East McKenzie

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12.0 SHALLOW UTILITIES

12.1 Natural Gas

Natural gas distribution lines (feeder pipelines) will be installed in the vicinity of collector and major roadways. This may apply to the following streets: 130 Avenue SE east to the future East Freeway, 52 Street SE, and 68 Street SE (other streets, currently unnamed, may also contain feeders). Distribution lines are usually larger diameter pipe (>219 mm ID) and operate at pressures of 550 kpa or less. Feeder pipelines may also be located in or near Marquis of Lorne Trail SE (TUC) and the future East Freeway, bordering the planning area.

A natural gas high pressure line (>700 kpa) may also be installed within Marquis of Lorne Trail SE (TUC) east of the existing high-pressure line that terminates at Deerfoot Trail SE. This line may extend to the city's eastern limits.

A natural gas regulator (gate) station may also be positioned within the planning area, most likely at the perimeter. Its exact location and timing will be determined at the Outline Plan stage.

12.2 Electrical

The existing and proposed major electrical facilities are shown on Map 17 and consists of two 138 kV overhead subtransmission lines, 25 kV distribution feedermains as well as an existing substation.

Development will be serviced initially from existing 25 kV feedermains within and surrounding the community. If required to accommodate development, existing facilities will be relocated at the developer's expense.

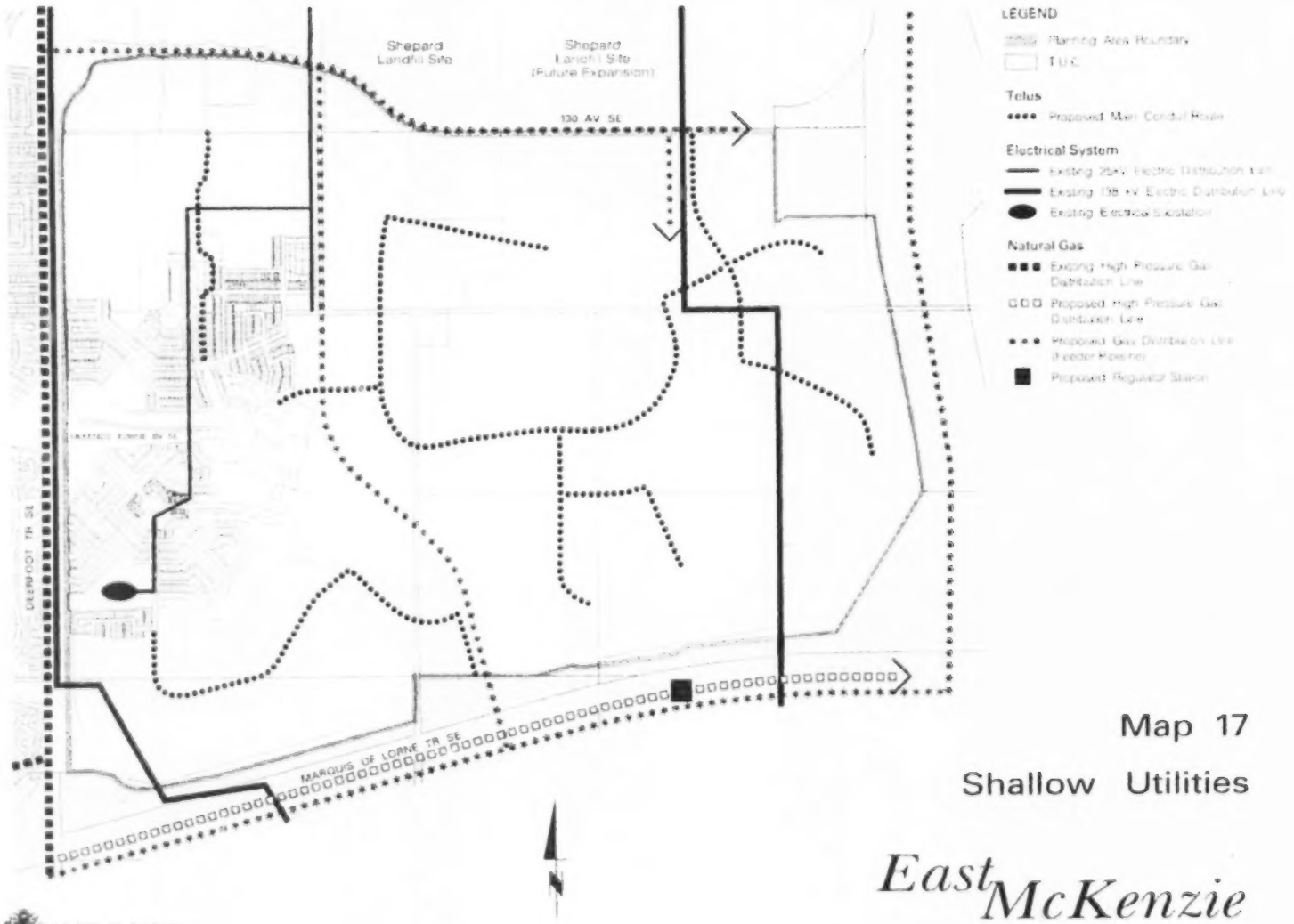
The existing north-south 138 kV overhead subtransmission line runs along 68 Street SE and will be utilized to supply major substation No. 24, presently under construction. Substation No. 24 is north of the East McKenzie planning area and is located south of 98 Avenue along 68 Street SE.

The second 138 kV overhead line runs north-south along the east side of the Deerfoot Trail and diagonally across Section 28. As demand warrants, this 138 kV line will be utilized to supply the proposed major substation No. 26 along future road 56 Street SE and Highway 22X. Future substation No. 26 is located in NW 27, Township 22 Range 29, West 4th Meridian south of the planning area and a number of new feedermains will be required. The exact location of the proposed substation and future feedermains will be determined in conjunction with future Outline Plan applications.

The existing 138 kV overhead subtransmission lines will require a 10 metre utility right-of-way. East McKenzie is likely to be serviced by temporary feeders extending west from substation No. 53 and ultimately by future substation No. 26. These temporary arrangements will be at the developers expense.

12.3 Telecommunications

Telephone service to the East McKenzie area will be provided by extending the duct structure currently serving the existing urban development west of 52 Street SE, as shown on Map 17. The proposed duct structure will be constructed within the future road network.



Map 17

Shallow Utilities

East McKenzie

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References Cited:

Moran, S.R., 1986, Urban Geology Of The Calgary Area, Alberta Research Council Bulletin 53, 46 pp.

MacMillan, R.A., 1987, Soil Survey Of The Calgary Urban Perimeter, Alberta Research Council Soil Survey Report 45, 244 pp & maps.

Ducks Unlimited, 2000, Personal communication, Jerry Brunen, Area Representative, Strathmore, AB.

Glossary

GLOSSARY

Approving Authority means the Subdivision Authority, Development Authority or Subdivision and Development Appeal Board of The City of Calgary, as the case may be.

Calgary Planning Commission means the Calgary Municipal Planning Commission constituted pursuant to the Municipal Planning Commission Bylaw.

Community means a logical physical and social planning area, which is predominantly residential in character, defined by significant natural or man-made features and containing an adequate population base to support schools, parks and community facilities necessary to serve the residents.

Community Centre Site means a site, comprised of reserve land, which is owned by The City but used and developed by a community association under the terms of a license of occupation, and accommodates a community centre building and related recreational facilities and amenities.

Council means the Council of The City of Calgary.

Creditable Reserve Land means the reserve owing on a parcel of land that is to be dedicated as municipal reserve (MR), school reserve (SR) or municipal and school reserve (MSR) through the subdivision approval process in accordance with the *Municipal Government Act*.

Environmentally Significant Area means a natural area which, because of its features or characteristics, is significant from an environmental perspective to Calgary, and has the potential to remain viable within an urban environment.

Gross Area means the total area of land contained within the property lines of a site.

Gross Developable Area means the gross area of a site, excluding environmental reserve, expressways, freeways and interchange lands, commercial sites greater than 2.4 hectares in size, private recreational sites and any lands purchased by The City or the Joint Use Co-ordinating Committee.

Local Centre means a commercial centre that is located on a site not greater than 2.4 hectares in size.

Multi-Unit Residential Use means a residential building containing two or more dwelling units and includes a semi-detached dwelling, a duplex, a townhouse and an apartment.

Net Developable Area means a parcel of land designated under the Land Use Bylaw for residential, commercial, institutional, recreational or other urban uses excluding any adjacent public road rights-of-way, reserve land or public utility lots.

Secondary Residential Use means a small-scale ancillary residential unit developed in conjunction with a single detached dwelling, and includes a studio suite and an accessory suite.